

Community Area Plan



South Area



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City Commissioners

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This report is the result of thousands of hours of research and interaction among residents, community leaders, community organizations, and City staff between the months of May 2001 and March 2003.



Why is CAP needed?

- To change the pattern of reactive planning
- To coordinate separate neighborhood master plans, capital improvement projects, and redevelopment actions
- To minimize duplication of effort through non-coordinated planning programs
- To understand the needs and desires of City stakeholders

Since the early 1920's, the City of Fort Lauderdale has been planned in a "top-down" fashion, piecemealed together through annexations, neighborhood master planning, community redevelopment plans, and reactive capital improvements.

The result of this type of planning and implementation has in some cases resulted in unbalanced growth, with little consideration as to the effect on the City as a whole or to the quality of life for the people who work and live in Fort Lauderdale.

Therefore, the City has established a planning method designed to continually evaluate existing conditions and trends of the physical environment while integrating the vision of the community.



What is the CAP Initiative?

- **Community Area Planning**
- **Proactive, not reactive, planning process**
- **City Commission sponsored program**
- **Helps direct the community's future**
- **Grass roots planning**
- **Focus on areas, not individual neighborhoods**
- **Planning BY the community, not FOR the community**

The Community Area Planning (CAP) Initiative is a proactive approach to comprehensive planning. It is the foundation for a new methodology to sustain and revitalize Fort Lauderdale neighborhoods.

The CAP was proposed by the City Manager's Office and approved by the City Commission in February 1999 as a way to develop and implement community-driven strategic plans at the community level.

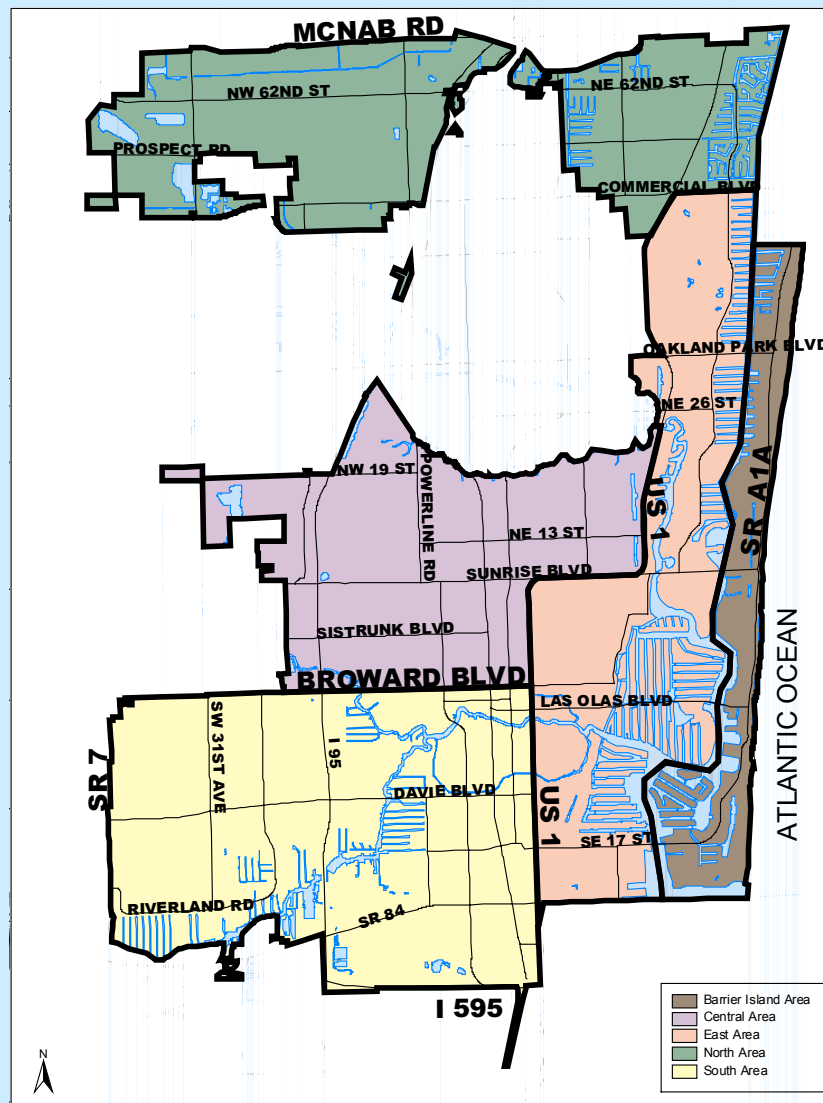
The CAP reports provide a framework for the targeted investment of public, private, and non-profit resources in the City.

Thus, the CAP results in an understanding of the community's vision; a consensus on how to achieve and implement the vision; a policy document that expresses that vision, and targeted funds and resources that will seed that vision.



Five Study Areas

- Central
- South
- East
- North
- Barrier Island



To address the unique issues and growing diversity that is facing parts of the city, planning staff divided the city into five individual community areas.

By focusing on smaller geographical areas, planners can relate to the needs of the residents while taking careful consideration to its relationship in a larger setting in terms of circulation, public services, open space, natural resources, visual image, and development efforts. The manageable size of each area allows for a more detailed analysis thus increasing the efficiency of the planning process.

Once the areas were identified, staff prioritized them based upon the volatility of the following criteria: development activity; existing CRA programs; amount of vacant properties; ongoing planning projects, crime statistics, and regional issues.

Who is involved in CAP?

■ Community-At-Large

The stakeholders of the CAP Area

- Residents
- Business and Property Owners
- Employees
- Neighborhood & Civic Associations
- Organizations

In today's continuously evolving society, people are demanding more responsibility for the future of their community.

The CAP initiative responds to this demand by tasking the community to identify their issues and concerns, formulate a community vision, and assist in developing implementation strategies.

The success of the Community Area Plan ultimately depends upon substantial input from those who live and work in the area. Thus, public participation is the primary driving force of the CAP initiative.



Who is involved in CAP?

- **Community Leadership Committee (CLC)**
The steering body for each CAP Area
- **25 Members**
- **Appointed by City Commission**



A Community Leadership Committee (CLC) is a group of 25 individuals appointed to serve as a link between the City and the Community; to represent the ideals of the Community; and to monitor the successful implementation of the Community's goals.

The Mayor and each of the four Commissioners choose five CLC nominations for each area. Four of the appointees must be directly associated with the area, i.e., property or business owner, employee, or resident.

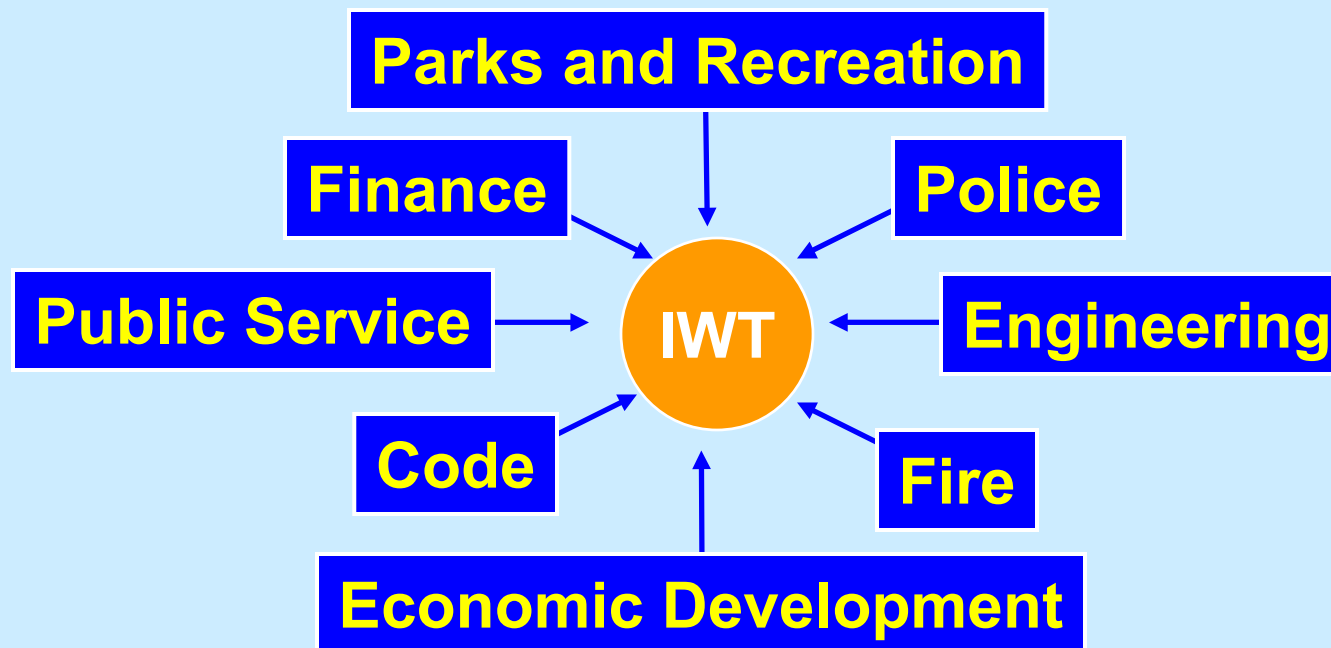
Eighty-seven applications were forwarded to the City Commission for review. On June 19, 2001, the South Area CLC was formally appointed.

These members make up a cross-representation of the South Area population; many are association presidents, long-time residents, or employees of special interest groups.



Who is involved in CAP?

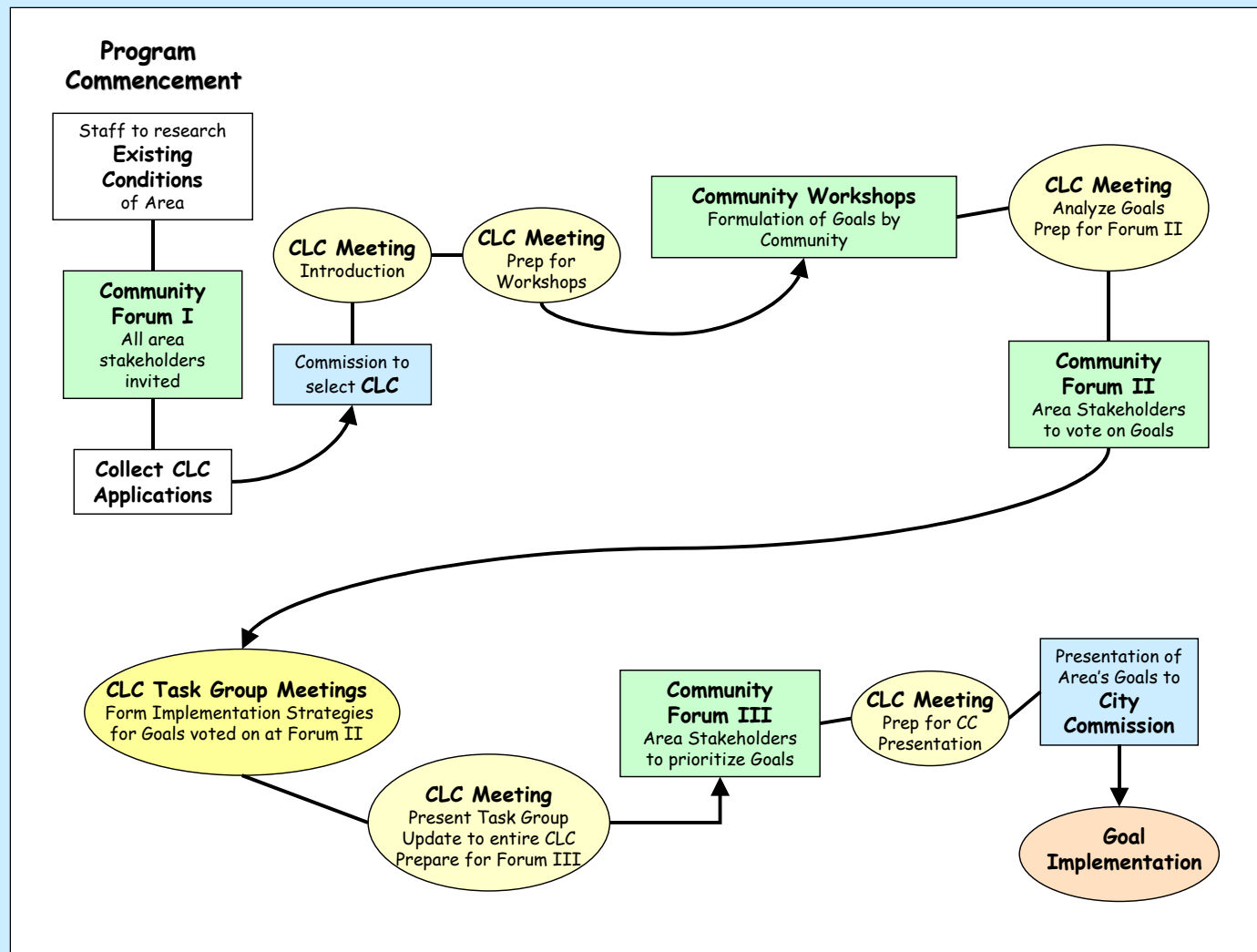
- **City Staff**
 - **The Planning and Zoning Division**
 - **Interdepartmental Work Team (IWT)**



The Planning and Zoning Division is responsible for the coordination of the CAP Initiative. Efforts include notification, organization and facilitation of all public meetings and of the CAP initiative.

The Interdepartmental Work Team includes management-level representatives from various City Departments who assist with the formulation and execution of the goals and implementation strategies developed during the CAP initiative.

Typical CAP Public Participation Process



From the onset of the CAP initiative, staff and City management acknowledged that the success of the CAP would heavily rely on the participation of area stakeholders.

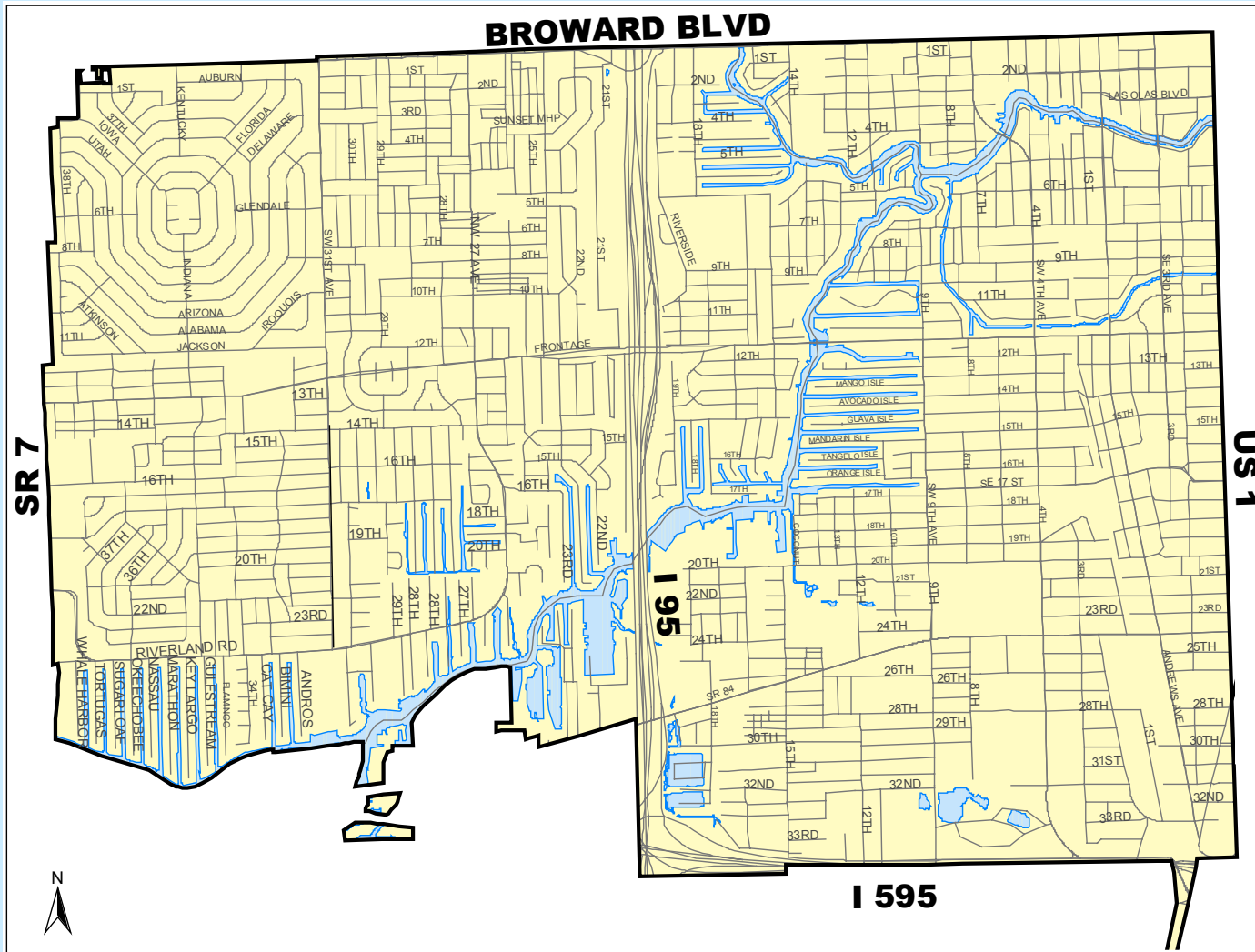
To ensure the maximum level of participation in every phase, staff embarked on providing as many opportunities for stakeholders to become involved in the CAP initiative as possible.

The conceptual process diagram at the left outlines a series of CAP public meetings. The process commences with an opening Community Forum to educate CAP area stakeholders of the process, followed by CLC meetings, and a series of Community Workshops. The process culminates with a presentation to the City Commission for approval of the CAP report and initial goal implementation.



South Area Background

Characteristics of South Area



The South Area is bounded by Broward Boulevard to the north, State Road 7 to the west, the South Branch of the New River and I-95 to the south, and US Route 1 (Federal Highway) to the east.

Each of the five CAP areas has its own unique characteristics. The following are those characteristics specific to the South Area CAP:

16,799 Properties

- Encompasses most of Downtown

51,882 Residents (Census 2000)

- More than some mid-sized Cities

21 Neighborhood Associations

- More than any other CAP Area

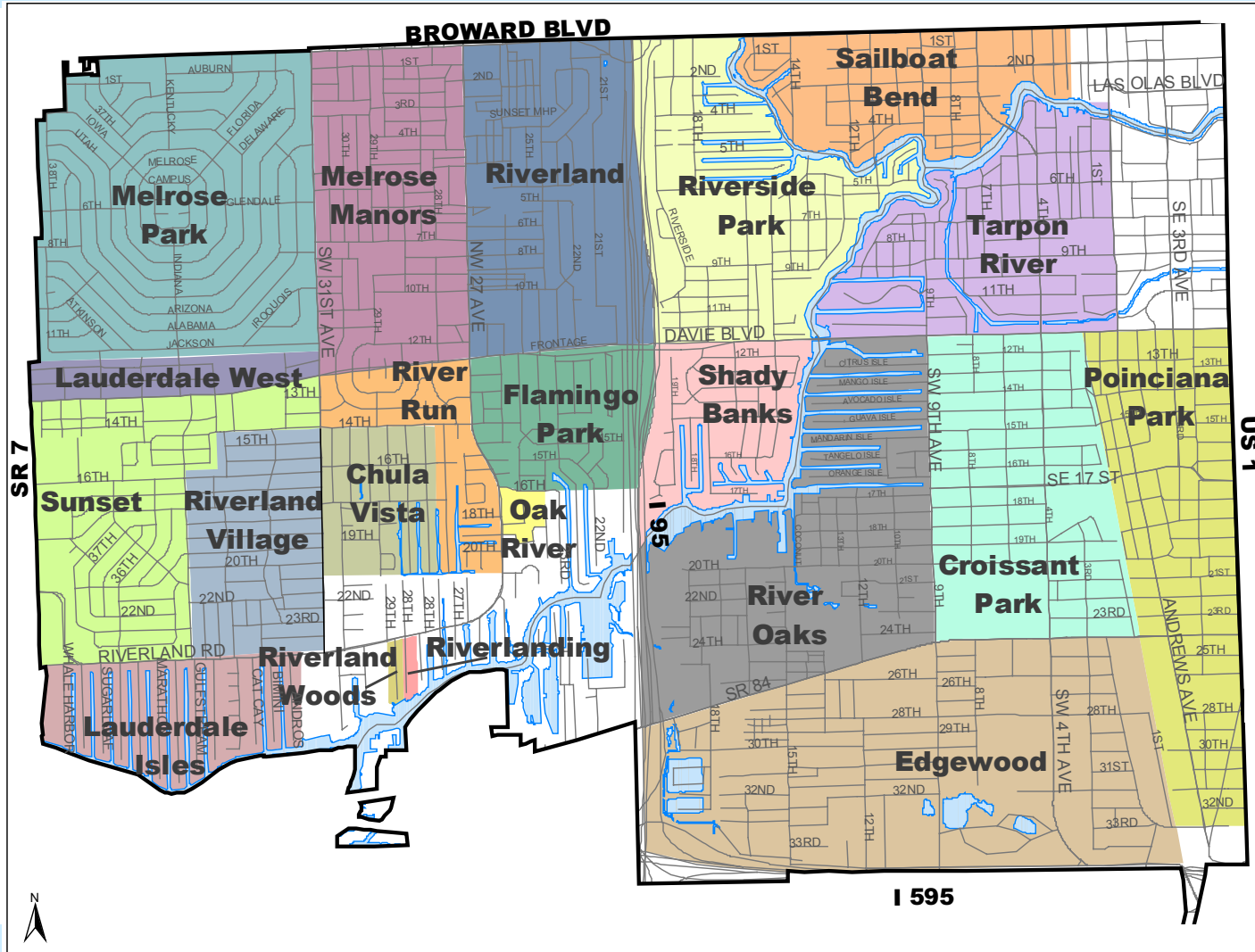
Recently Annexed Neighborhoods

- Added 12,500 residents

Proximity to Air and Sea Ports



South Area Neighborhood Associations



One strength of the South Area CAP is the coordination and organization of the 21 neighborhood associations. They are the foundation for increased levels of community participation and communication.

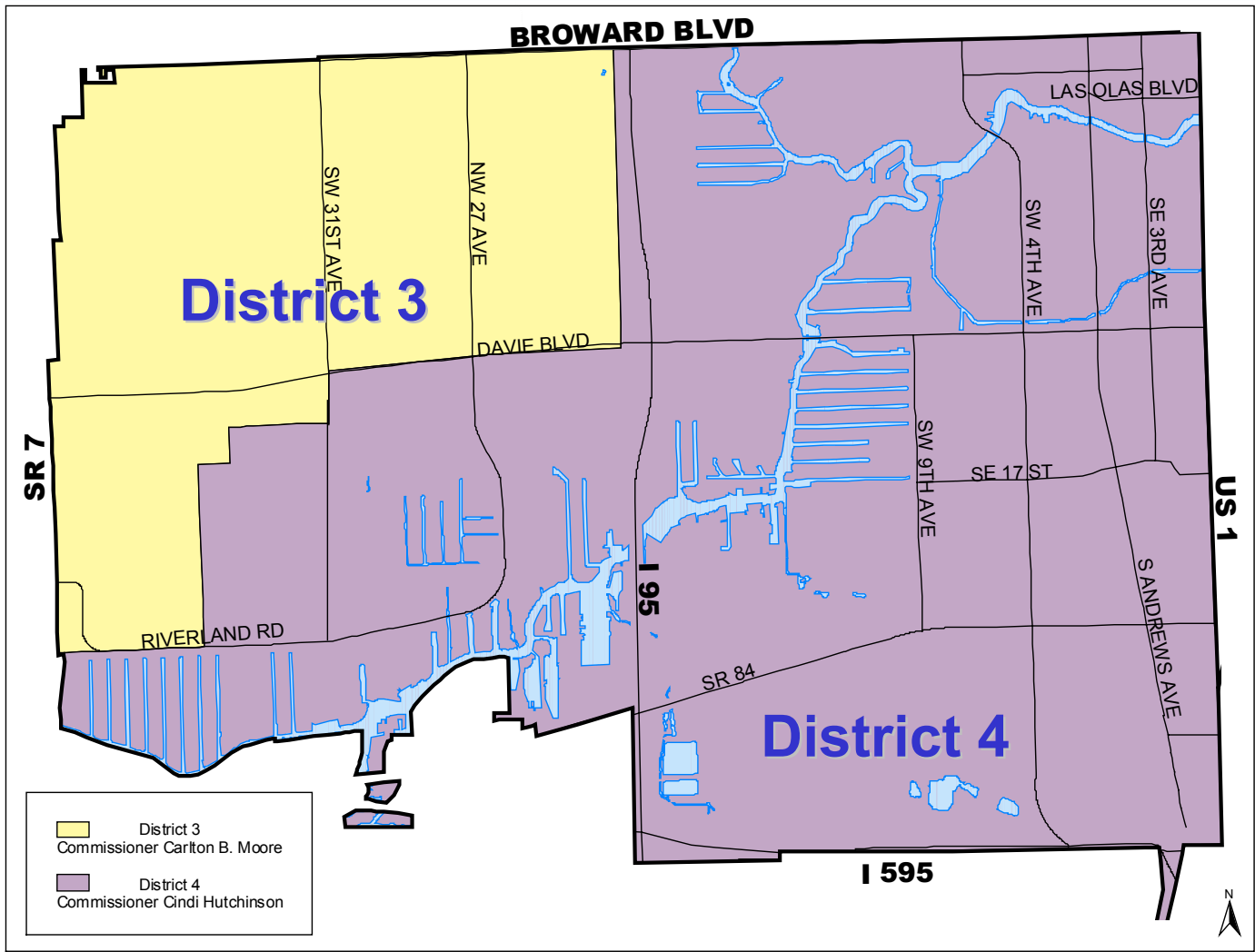
The following neighborhoods are located within the South Area:

- Chula Vista
- Croissant Park
- Edgewood
- Flamingo Park
- Lauderdale Isles
- Lauderdale West
- Melrose Manors
- Melrose Park
- Poinciana Park
- Oak River
- River Oaks
- River Run
- Riverland
- Riverland Village
- Riverland Woods
- Riverlandings
- Riverside Park
- Sailboat Bend
- Shady Banks
- Sunset
- Tarpon River



South Area Commission Districts

Portions of two City Commission districts are included in the South Area CAP. The illustration to the left shows only the South Area portions of the two Commission districts.



South Area Process

Advertising Methods for Public Involvement

- Mail outs to all properties
- Direct mailers to past participants and special interest organizations
- Neighborhood Association outreach
- Sun-Sentinel
- City website
- Public access television
- City's on-hold message
- Coalition meeting announcements
- Multi-lingual flyers: English/Spanish/Creole

Public participation is key to the success of the CAP Initiative!



The City of Fort Lauderdale Presents The Community Area Planning (CAP) Initiative South Area Community Forum – February 6, 2003

The City of Fort Lauderdale is hosting a South CAP Community Forum on **Thursday, February 6, 2003** where area stakeholders can review and comment on the eleven (11) recommended goals that have been developed for the South CAP Area, before being presented to the City Commission.

Over the past year, the South Area Community Leadership Committee, or CLC, worked with City staff to develop implementation proposals for the eleven (11) goals that were voted on by the South Area community as being most important. In no particular order, those goals are:

1. Reduce Crime and Improve Public Safety
2. Address Nuisance Abatement
3. Revitalize South Area Corridors
4. Improve Property Appearance to Promote Neighborhood Investment
5. Preserve Neighborhood Integrity Through Compatible Land Use and Design
6. Promote Historic Preservation
7. Improve Drainage Systems
8. Reduce Traffic Impacts on Residential Neighborhoods by Improving Mobility on Major Roads
9. Provide Transportation Choices for Residents
10. Enhance, Preserve, and Protect Waterways
11. Create New and Enhance Existing Greenways, Parks, and Recreational Facilities

Who: All community members are invited who have an interest in the South CAP Area - including but not limited to residents, property owners, business owners, and employees.

When: Thursday, February 6, 2003. The Forum will be structured as an open house, meaning you may attend anytime between 6:00 and 9:00 p.m. However, there will be a short presentation at 7:00 p.m.

Where: The Morton Activity Center at Floyd Hull Stadium located at **2800 SW 8th Avenue**. Take State Road 84 to SW 4th Avenue and turn south. Continue to SW 28th Street and turn right, or west. The Morton Activity Center is on the left side of the street at SW 8th Avenue. Parking is available. Refreshments will be provided.

Please plan on attending this Community Forum, and encourage other community members to attend to learn more about these goals and proposed improvements to the South CAP Area. We look forward to seeing you there!

To RSVP or receive more information, please contact the Planning and Zoning Division at (954) 828-8980. You may also email CAP staff at cap@city.fortlauderdale.fl.us.



The South CAP Area is generally bounded by Broward Boulevard to the north, Federal Highway to the east, I-95 to the south, and State Road 7 to the west. The area includes the newly incorporated neighborhoods of Melrose Park and the Greater Riverland Road areas.

CAP Initiative

Your Community, Your Vision, Your Decision!



In order to reach as many stakeholders as possible, staff embarked on an aggressive publicity campaign that involved extensive advertising through numerous mediums.

The publicity techniques outlined to the left were enlisted to notify all South Area stakeholders of the CAP initiative and encourage their participation at each phase of the program.



Planifikasyon Zòn nan Kominote a

Jodi a vre – Kominote w la Resi ap Planifye pou Demen !

- Ou konnen ki bezwen ki genyen
- Ou konnen solisyon yo
- Sa w gen pou di a konte

Biwo Lakomin Fort Lauderdale envite w vini nan youn atelye kominotè South Area CAP. Vin kontre ak lòt moun nan kominote w la, pou bay ak tandè konsèy sou jan pou fè katye w la pi anfòm. Kit se mete plis limyè pou anpeche krim, kit se mete egou nèf pou kontwòl inondasyon, Lakomin bezwen tandè sa w gen pou di sou bezwen ak solisyon nan kominote w la.

Vini nan YOUN nan atelye ki ekri dèyè afich la, epi koumanse fè tandè vwa w nan kominote w !



Inisyativ CAP
Biwo Lakomin
Fort Lauderdale ap prezante



How We Got Here

- **Community Forum I on May 30th and June 2nd 2001**
- **Eight Community Workshops held in the months of July and August 2001**
- **Community Forum II on September 12, 2001**
- **CLC Task Group meetings between October 2001 and April 2002**
- **CLC meetings held every other month**
- **Community Forum III held on February 6, 2003**
- **City Commission Presentation March 4, 2003**



Community Forum I



Community Workshops

Community Forum I was an opportunity for South Area stakeholders to meet and learn about the CAP initiative.

Eight Community Workshops were held in the months of July and August 2001 where attendees were randomly divided into small groups to express community issues and formulate South Area goals.

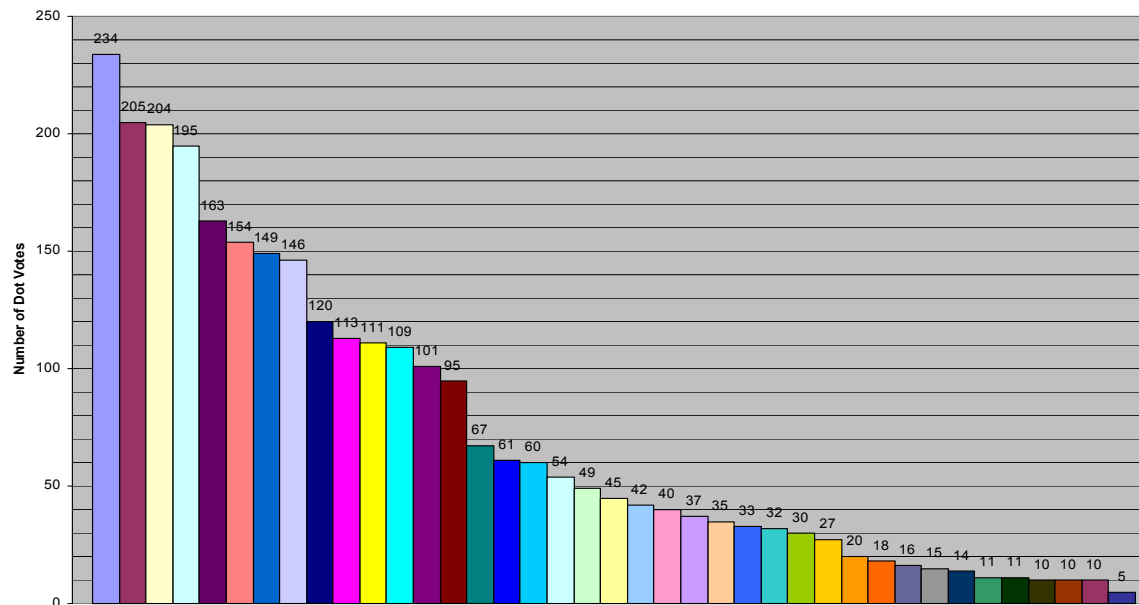
Planning staff helped facilitate the workshop discussions by leading each of the groups through a number of exercises designed to encourage hands-on participation.



Goal Formulation Process

- 900 Issues developed at workshops
- CLC narrowed down to 40 major topics
- Top 11 goals received almost 75% of all votes

CAP South Area
Community Forum II Vote Results



Nearly 300 stakeholders attended the CAP Workshops and developed over 900 ideas that they envisioned for the future of the South Area. Those 900 issues were then consolidated into a list of 40 goals that were then voted upon at Community Forum II on September 12, 2001.

The Forum II attendees expressed their preferences by placing adhesive dots on charts that listed the names of the goals. Participants each received *ten dots* to place next to the goal(s) that they believed were most important for the City to address.

Although every one of the 40 goals got at least one dot, 11 goals earned nearly 75% of all the dots. Based upon these statistics, the South Area CLC decided to move forward with the top 11 goals and develop cost estimates and implementation strategies for each of them.

Task Group Reports and Implementation Development

The Community Leadership Committee (CLC) and the Interdepartmental Work Team (IWT) met over a course of six months to develop implementation proposals for the 11 goals. The members were divided into five task groups to focus on similar planning themes such as transportation, parks and open space, and public safety, among others.

Specific implementation strategies were identified including estimated time frames, possible funding sources, lead entities and contacts, and the status of an existing program, if any. The full details of all implementation strategies are included in the Appendix entitled *Goal Implementation Proposal* (see page 91).

Following completion of the Implementation Proposal, an *Implementation Framework* was developed to illustrate the dependencies and interrelationship among all 11 goals and 47 objectives (see page 22). This conceptual flowchart also sequences the implementation of the goals and objectives over four periods of time: Ongoing/Present; Short-Term (Jan 2003-Dec 2005); Mid-Term (Jan 2006-Dec 2010); and Long-Term (Jan 2011 and on).

In this report, the 11 goals are represented in separate sections, with each section including a framework specific to each goal. These individual flowcharts highlight the objectives and the relationships they may or may not have to other goals.

Following each flowchart page, a table is included that lists *Selected Strategies* for that goal. These tables provide examples of specific strategies and a snapshot of time frames, estimated costs, funding sources, and grant possibilities. Finally, each item is linked to either an existing funding source, a budgeted CIP project, or a potential grant opportunity. The next section of this report introduces the Implementation Proposal for the South Area CAP goals.

Implementation Components

• Goal Implementation Proposal

- Objectives
- Strategies
- Time Frames
- Costs
- Lead Entities

• Implementation Framework

- Relationships
- Dependencies
- Sequencing

• Selected Strategies Table

- Examples of strategies for each goal



Implementation Proposal

Introduction

- **Result of many meetings and hard work by the CLC and IWT**
- **Includes objectives with strategies, time frames, estimated costs, funding sources, and potential grant opportunities**
- **Highlights Capital Improvement Plan (CIP) funding**
- **Some projects are not currently funded, and grants and future CIP proposals should be explored**

One objective of the CAP Initiative is to coordinate projects through ongoing City endeavors and outside agency programs.

The success of the initiative will hinge on the cooperative relationship among all departments and work plans.

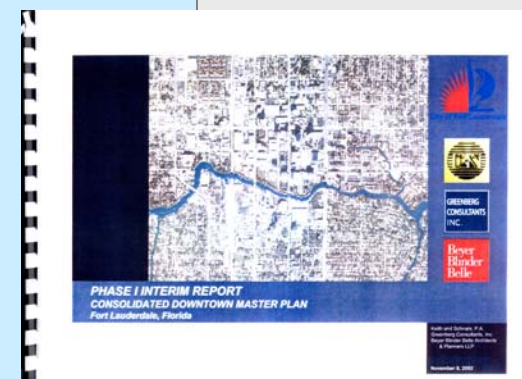
This section of the report includes a list of proposed CIP projects that may coincide with specific CAP objectives.

The implementation of this community area plan will ultimately require partnerships with and between community organizations, citizens, city government, outside agencies, and special interest groups.



Concurrent Projects and Ongoing Initiatives

- Downtown Master Plan
- WaterWorks 2011
- Annexations
- Capital Improvement Program (CIP)
- Broward Urban River Trails
- Broward County Greenways Plan
- Save Our Swales
- South Andrews Avenue Plan
- Davie Boulevard FDOT Study



South Area Capital Improvement Plan (CIP) Projects

PROJECT	COST	COMMENT
<u>Waterways dredging</u> FEB 03	\$150,000	\$45,000/year thereafter to maintain a minimum 4 feet depth below mean low sea level in over 85 miles of City canals.
<u>Sidewalks</u>	\$250,000/year	repair sidewalks
<u>Street resurfacing</u>	\$1,000,000/year	there are 500 miles of roads in the City, 420 under City jurisdiction.
<u>Park & Rec facilities</u>	\$400,000/year	repair various components of P&R facilities Floyd Hull Morton Activity Center, Concession, Picnic Pavilion \$156,100 Snyder Park Beach Restroom & Boat rental shed \$99,900 Croissant Park Athletic Field restoration \$50,000 Flamingo playground \$63,000 Hortt Park playground \$75,000
<u>Neighborhood Beautification projects</u>	\$350,000/year	entranceways, landscape medians, streetscapes, curb & gutter, drainage improvements, lighting, etc.
<u>Business Beautification projects</u>	\$100,000/year	landscaping, parking, street paving, sidewalks, pedestrian crosswalks, lighting, signage, drainage, curb & gutters.
<u>Marine facilities</u>	\$45,000/year	repair and replace various marine facilities in the City Cooley's Landing (misc. repairs) \$123,728 New River Pump Out facility \$210,000 (2003 only)
<u>Speed humps</u>	\$20,000/year	repair, replace, add
<u>Andrews Ave. & NE/SE 3rd Avenue streetscape</u>	\$15,000,000 in 2004 only	from Sunrise to Davie Blvds
<u>Traffic Studies & Planning-Downtown</u>	\$20,000/year	to address traffic impacts and mitigation in neighborhoods close to downtown.
<u>Misc. roadway improvements</u>	\$50,000	\$20,000/year thereafter
<u>Sailboat Bend seawall</u>	\$560,613	
<u>Sailboat Bend entry feature</u>	\$1,000	
<u>Shady Banks entry wall & sign:</u>	\$35,000	
<u>Storm water system (recap):</u>	\$634,000/year	for next 5 years
<u>New storm water management facilities:</u>	\$706,000/year	for next 5 years

The 5-Year Capital Improvement Plan was presented to the City Commission on December 10, 2002 and it was adopted on December 17, 2002.

The table illustrates improvements that are either specific to the South Area CAP or are City-wide. A wide host of projects have already been budgeted through the CIP and many improvements are located in the South Area.

Throughout this report, CIP projects and funding have been applied to South Area goals and objectives, to coordinate implementation through ongoing initiatives.



South Area Goals & Objectives

Goal 1: Reduce Crime and Improve Public Safety

Goal 2: Address Nuisance Abatement

Goal 3: Revitalize South Area Corridors

Goal 4: Improve Property Appearance to Promote Neighborhood Investment

Goal 5: Preserve Neighborhood Integrity Through Compatible Land Use and Design

Goal 6: Promote Historic Preservation

Goal 7: Improve Drainage Systems

Goal 8: Reduce Traffic Impacts on Residential Neighborhoods by Improving Mobility on Major Roads

Goal 9: Provide Transportation Choices for Residents

Goal 10: Enhance, Preserve and Protect Waterways

Goal 11: Create New and Enhance Existing Greenways, Parks, and Recreational Facilities

Following this page is the Implementation Framework for the South Area CAP goals and objectives. This flowchart illustrates the relationship and dependency of all 11 goals and each of the 47 objectives. The objectives either have a direct relationship or dependency upon one another, or are indirectly related and have no dependency for implementation.

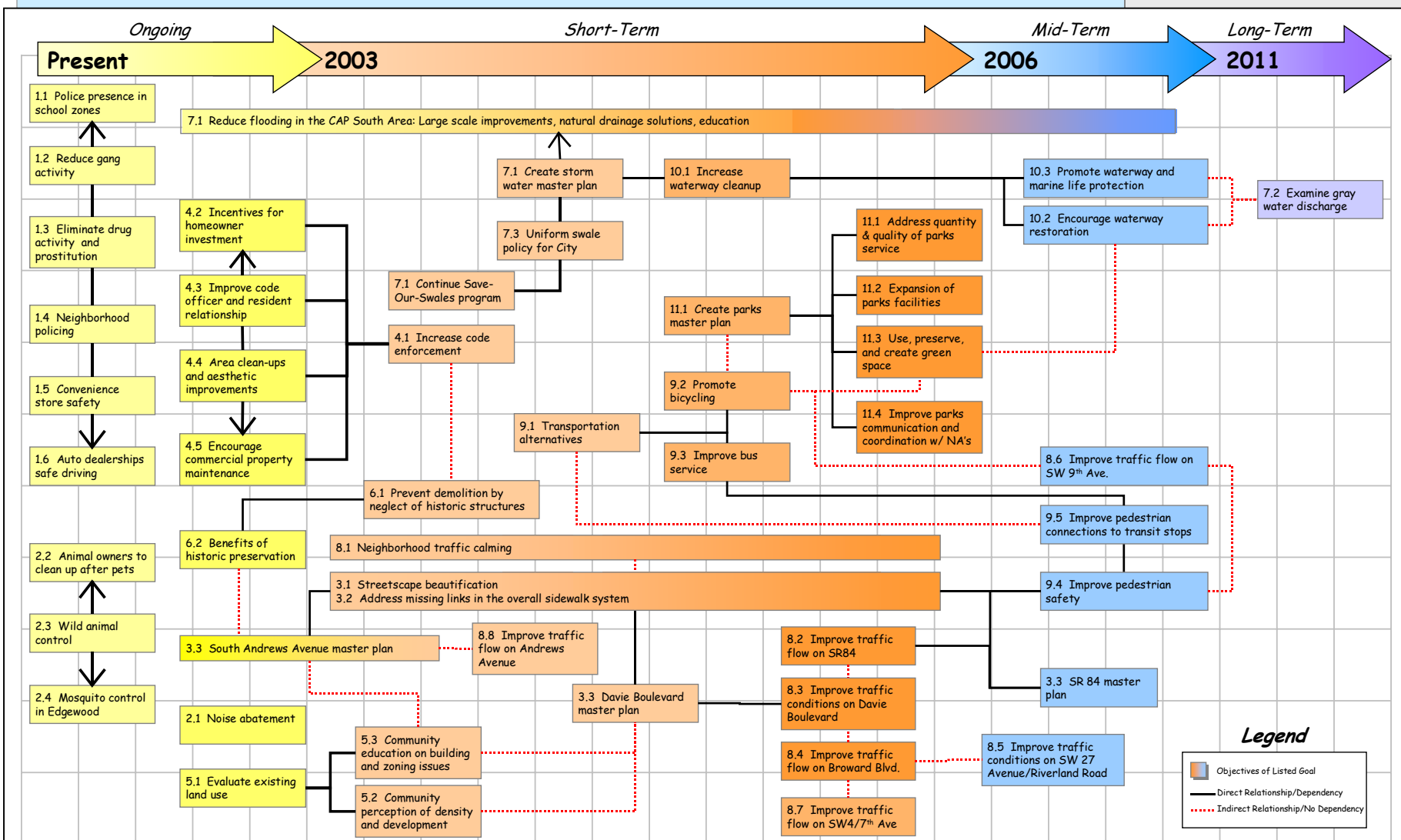
The framework is outlined over four consecutive periods of time:

1. Current or Ongoing
The Present
2. Short-Term
Jan 2003 – Dec 2005
3. Mid-Term
Jan 2006 – Dec 2010
4. Long-Term
Jan 2011+

Also presented in this report are the existing conditions analysis or background on major themes or issues that form the foundation for each goal and objective.



South Area Goals & Objectives: Implementation Framework



Goal 1: Reduce Crime and Improve Public Safety

Goal 2: Address Nuisance Abatement

Goal 3: Revitalize South Area Corridors

Goal 4: Improve Property Appearance to Promote Neighborhood Investment

Goal 5: Preserve Neighborhood Integrity Through Compatible Land Use and Design

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Goal 11: Create New and Enhance Existing Greenways, Parks, and Recreational Facilities

Objective 1.1
Increase police presence and improve safety in school zones

Objective 1.2
Reduce gang activity

Objective 1.3
Eliminate drug activity and prostitution

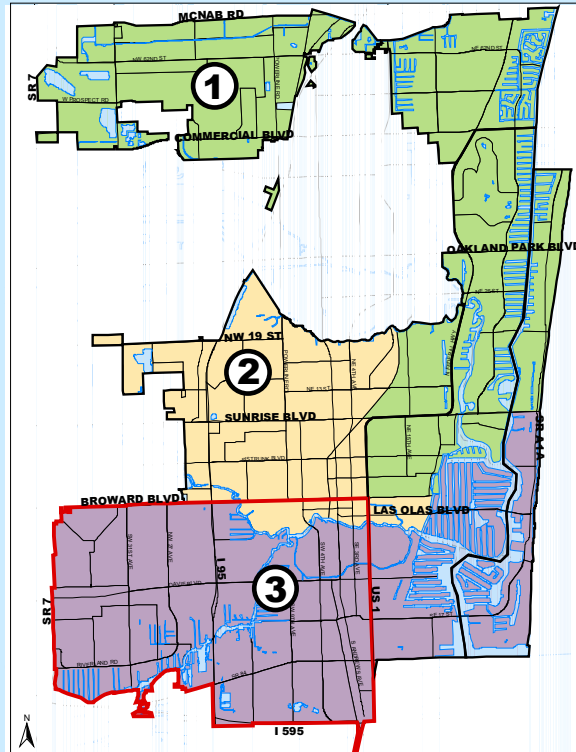
Objective 1.4
Enforce neighborhood policing in every neighborhood

Objective 1.5
Reduce crime and increase public safety around convenience stores

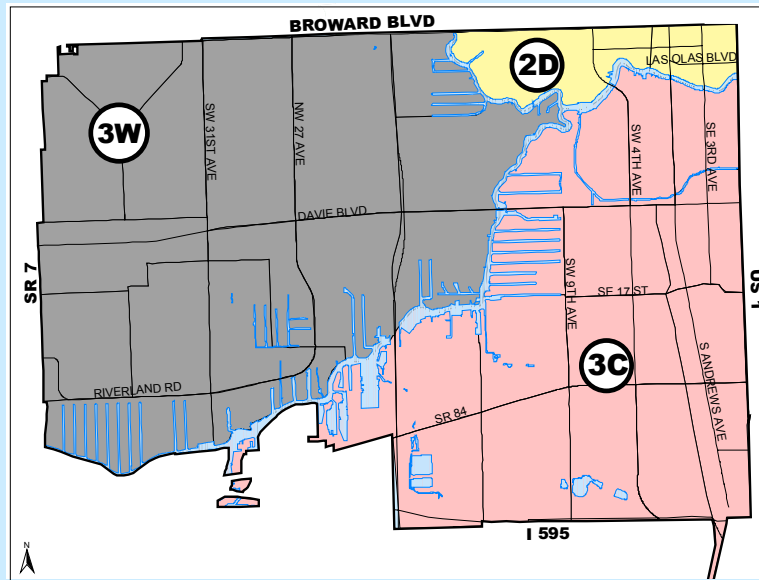
Objective 1.6
Monitor auto dealerships to ensure safe test driving



Goal 1: Reduce Crime and Improve Public Safety



Police Districts



Police Sectors

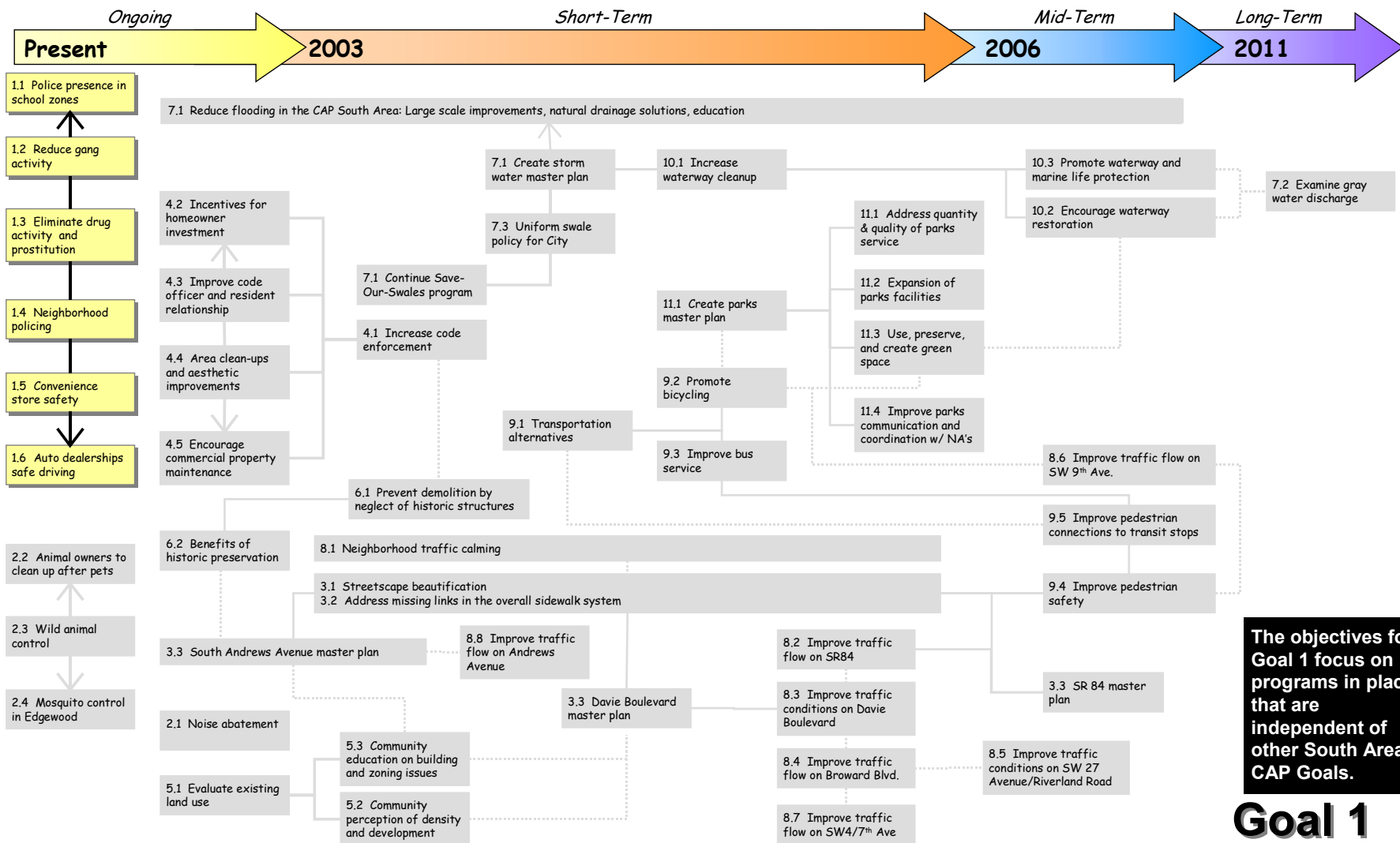
The South Area CAP community was quite vocal regarding the issue of public safety. They expressed a desire for increased patronage by police officers to various businesses to increase law enforcement presence in the community.

The community gave priority to taking action on gang activity, prostitution, and drug activity.

Local police officers already attend neighborhood association meetings and promote the philosophy of Crime Prevention Through Environmental Design (CPTED).

Another specific concern included the need for safe walking routes near Stranahan High School so that vehicular traffic is not interrupted by student pedestrians.

Goal 1: Reduce Crime and Improve Public Safety



Goal 1



Goal 1: Reduce Crime and Improve Public Safety

Selected Strategies from Implementation Proposal	Time Frame	Cost	Funding Source	Grant Possibility
Increase time officers spend on traffic enforcement	Ongoing (Program in Place)	-0-	Police Budget	FDOT Highway Safety Grant Program
Provide gang awareness training for public	Ongoing (Program in place)	-0-	Police Budget	FL Dept. of Law Enforcement
Solicit public input to identify why and where illegal activities are occurring	Ongoing (Program in place)	-0-	Police Budget	US Dept of Justice, Community Oriented Policing Services Office
Send Special Investigation Unit representative to Neighborhood Association meetings	Ongoing (Program in place)	-0-	Police Budget	US Dept of Justice, Community Oriented Policing Services Office

Police protection and public safety implementation strategies occur independent of other identified objectives.

Implementation is ongoing through existing programs.

The CAP Police Department representative heard comment about the reallocation of resources and a renewed emphasis in areas of concern.

Inevitably, improved public safety will have a positive impact on the overall quality of life for South Area CAP residents and businesses.

** Complete Implementation Proposal listed in the Appendix*



Goal 1: Reduce Crime and Improve Public Safety

Goal 2: Address Nuisance Abatement

Goal 3: Revitalize South Area Corridors

Goal 4: Improve Property Appearance to Promote Neighborhood Investment

Goal 5: Preserve Neighborhood Integrity Through Compatible Land Use and Design

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Objective 2.1
Encourage noise abatement

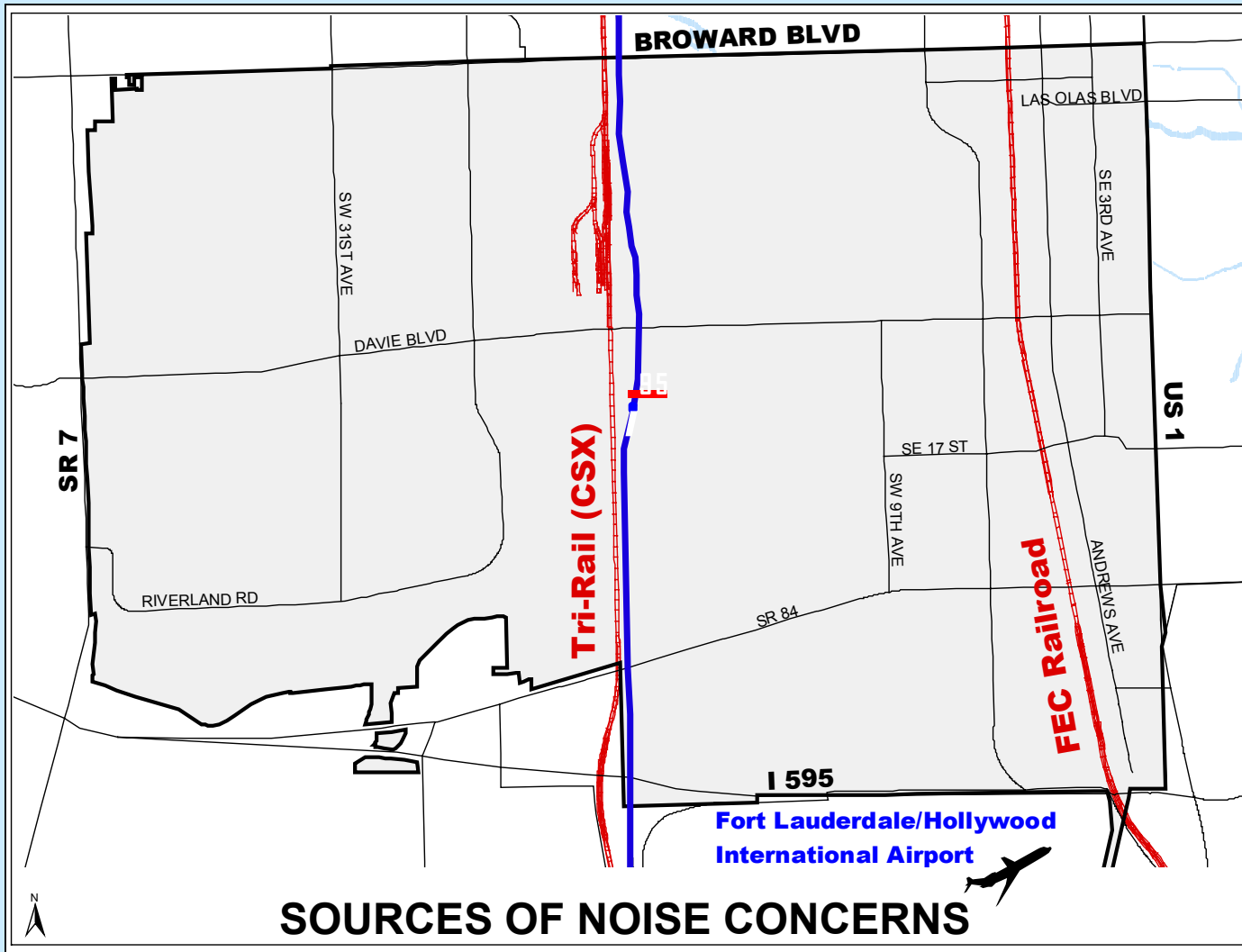
Objective 2.2
Encourage animal owners to clean up after their pets

Objective 2.3
Enforce animal control regulations on wild animals

Objective 2.4
Provide mosquito control in Edgewood neighborhood.



Goal 2: Address Nuisance Abatement



Addressing nuisances is certainly a worthy and well-needed objective for South Area CAP stakeholders. The community identified mosquitoes, dog waste, wild animals, and noise pollution as nuisances. City or County agencies can address many of these nuisances.

The City's Engineering Department is working with FDOT to address noise concerns with a 6-foot sound wall along the CSX/Tri-Rail corridor. They awarded a \$1.35 Million contract to install 3,700 linear feet of sound wall along the west side of this corridor.

Goal 2: Address Nuisance Abatement



Streets and Highways Division

- Administration
- Bridges
- Road Maintenance
- Current Projects
- FAQ
- Smart Route
- Mosquito Control

Mosquito Control Section

1200 South University Drive, Pembroke Pines, FL 33025

954-765-4062

Any Broward resident who is troubled by mosquitoes may request service by phoning the Mosquito Control Section.

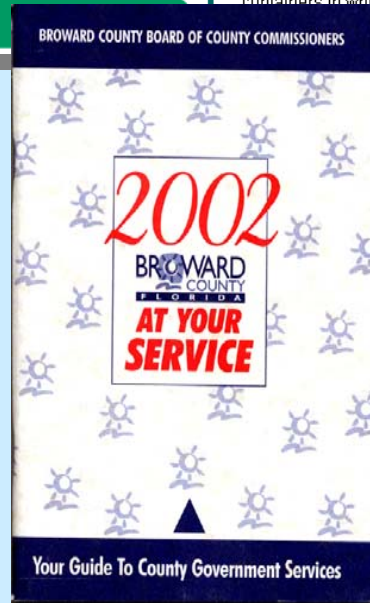
Requests will be channeled to an inspector who will seek out the cause of the problem. The Mosquito Control Section operates a countywide control program.

Why Mosquitoes Need Water
Some mosquitoes lay their eggs on standing water where they hatch in a day or two. Other mosquitoes lay their eggs in old tires, tin cans or other water-holding containers in which they may remain unhatched for weeks or months until they are

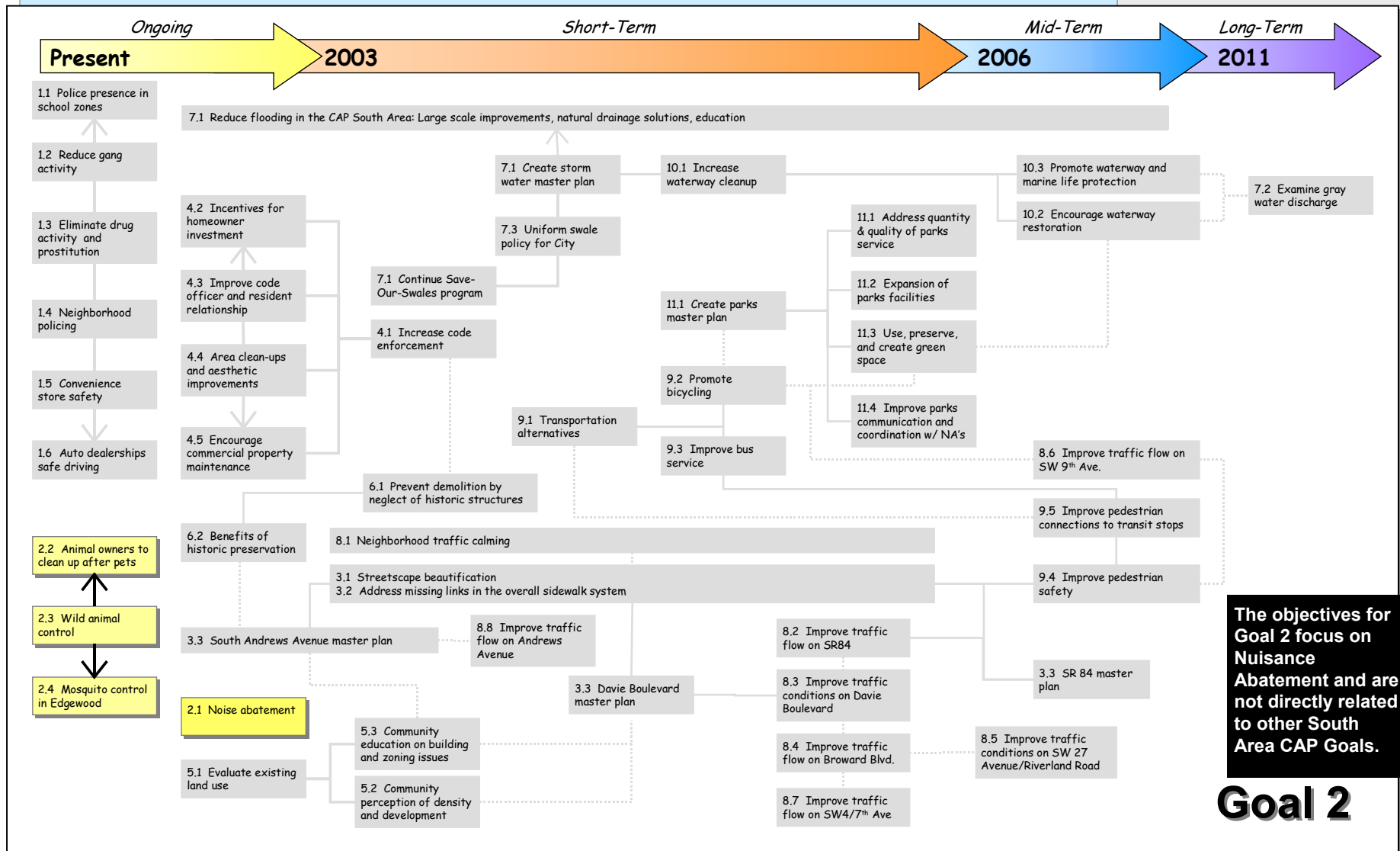
The City and County have developed **Services Guides** to disseminate contact information to community members.

Information about Broward County services is available online at <http://www.broward.org/> or by calling 954-831-4000.

Information about Fort Lauderdale Services is available in the City of Fort Lauderdale Services Guide online at <http://www.ci.fort-lauderdale.fl.us/services.htm> or by calling 954-828-5000.



Goal 2: Address Nuisance Abatement



Goal 2



Goal 2: Address Nuisance Abatement

Selected Implementation Strategies from Proposal	Time Frame	Cost	Funding Source	Grant Possibility
Address noise concerns near Airport, Railroad, and I-95. Construct sound wall along west side of I-95.	Ongoing (Contract awarded)	\$1.35 M (3,700 linear ft.)	FDOT	FAA-Office of Airport Planning & Programming, Community and Environmental Needs Division, FDOT
Educate animal owners to clean up after their pets; use Civic Association handouts, public outreach, City publications	Complete	Minimal	N/A	
Enforce animal control on wild animals.	Ongoing (Program in place)	Minimal	N/A	
Provide mosquito pest control spraying.	Ongoing (Program in place)	N/A	N/A	

The nuisance abatement strategies are generally independent of other objectives. The exception is the sound wall along the west side of the Tri-Rail corridor.

Ongoing discussions of the wall, its ultimate height, and desired effectiveness relate to several standards of decibel readings.

While the sound wall does not directly relate to other transportation improvements identified in the Implementation Proposal, coordination with other corridor studies that intersect with the Tri-Rail may be necessary.

* Complete Implementation Proposal listed in the Appendix



Goal 1: Reduce Crime and Improve Public Safety

Goal 2: Address Nuisance Abatement

Goal 3: Revitalize South Area Corridors

Goal 4: Improve Property Appearance to Promote Neighborhood Investment

Goal 5: Preserve Neighborhood Integrity Through Compatible Land Use and Design

Goal 6: Promote Historic Preservation

Goal 7: Improve Drainage Systems

Goal 8: Reduce Traffic Impacts on Residential Neighborhoods by Improving Mobility on Major Roads

Goal 9: Provide Transportation Choices for Residents

Goal 10: Enhance, Preserve and Protect Waterways

Goal 11: Create New and Enhance Existing Greenways, Parks, and Recreational Facilities

Objective 3.1
Promote streetscape beautification and improve the pedestrian environment

Objective 3.2
Address missing links in the overall sidewalk system

Objective 3.3
Create corridor master plans for Davie Blvd, SR84, and South Andrews Avenue



Goal 3: Revitalize South Area Corridors



Possible Improvements

- Raised medians
- Landscaping
- Streetlights
- Brick pavers



The first objective of this goal focuses on streetscape beautification to improve the pedestrian environment. Examples of streetscape improvements are pavers, decorative street lights, park benches, and trash receptacles that maximize similar design features.

Concurrent studies related to this objective include the Sub-Area Mobility Study, the Broward County Urban Design Plan, and the Andrews and 3rd Avenues Study through a City/County/FDOT partnership effort.

Possible funding sources for streetscape beautification include Transportation Enhancement funds and Broward Beautiful funding for shade trees.

Goal 3: Revitalize South Area Corridors



The second objective focuses primarily on addressing the missing links in the overall sidewalk system.

Key corridors that were identified are:

- Andrews Avenue from Davie to Sunrise
- 3rd Avenue (SE/NE) from Davie Boulevard to Sunrise Boulevard
- SW 9th Avenue (scope of multi-use nature trail and the side of the street is to be determined)

Funding sources that are available for sidewalks include: 1) 50/50 between City and property owner; 2) 100% property owner if sidewalk is required for new development or redevelopment; and 3) City, County and State sources for arterials and collectors (major roads).

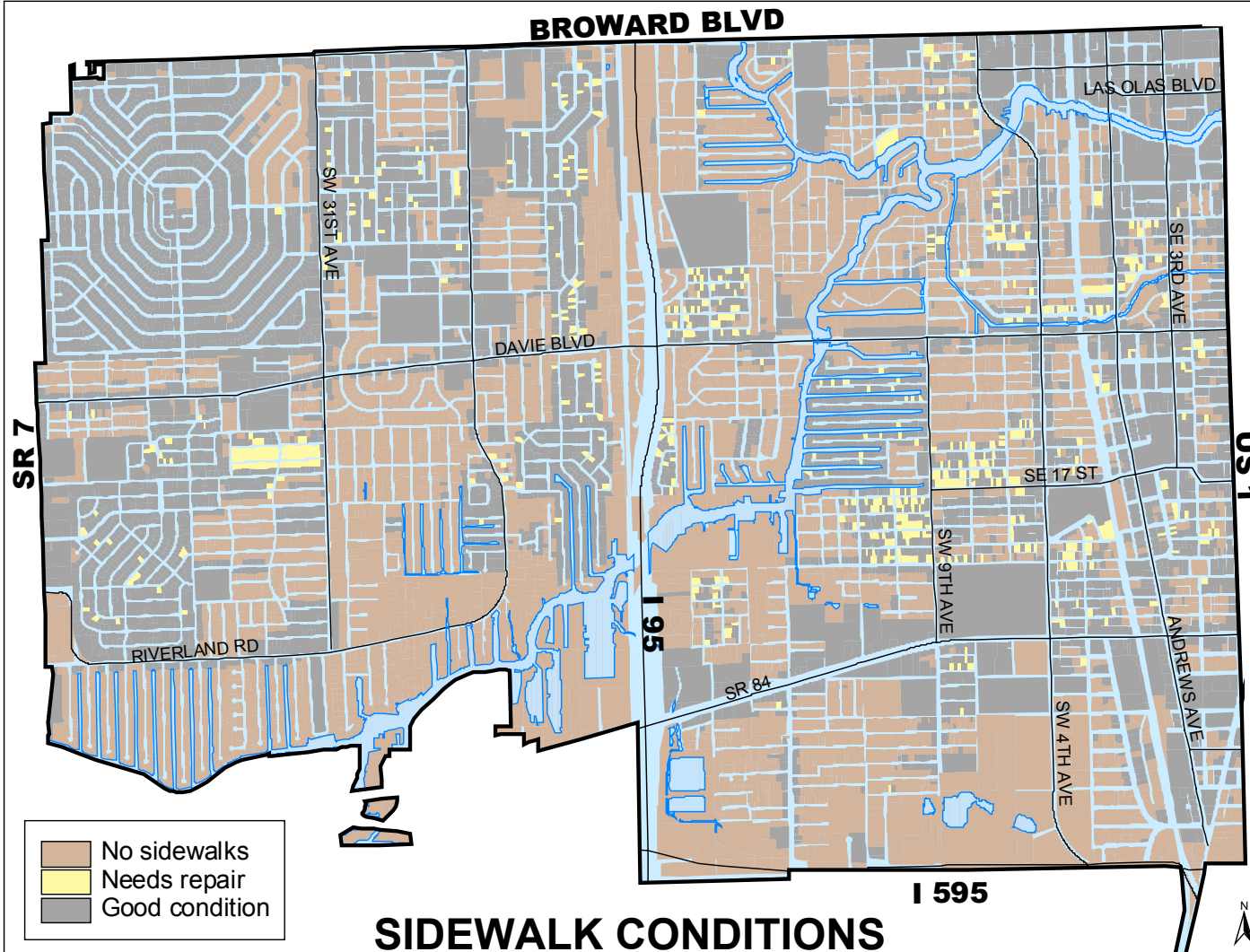
In addition, the ULDR identifies Pedestrian Image streets with stricter requirements within the RAC.



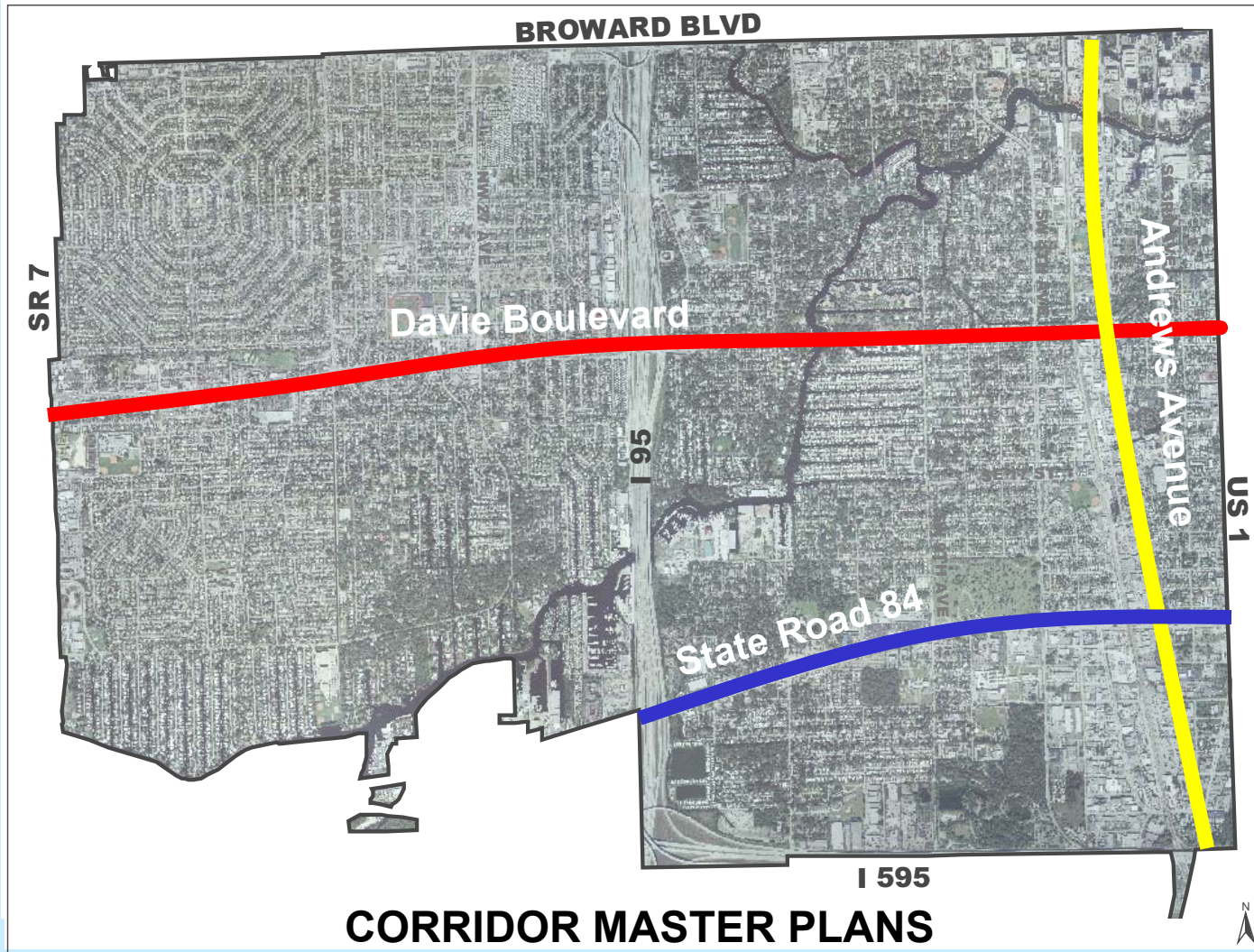
Goal 3: Revitalize South Area Corridors

As part of the CAP Initiative, planning staff conducted a “windshield-survey” of every property within the South Area.

One condition that was evaluated was sidewalks and as the map to the left illustrates, about half of the South Area does not have any sidewalks.



Goal 3: Revitalize South Area Corridors



CORRIDOR MASTER PLANS

Davie Boulevard

- FDOT is currently conducting a transportation feasibility study of Davie from SR7 to I-95 to remedy safety and operational problems.
- The CLC supports the Davie Blvd. Master Plan, but would like a wider focus addressing land use issues and corridor redevelopment.
- FDOT is also doing a design project that includes resurfacing Davie from SW 9th Ave to US 1.

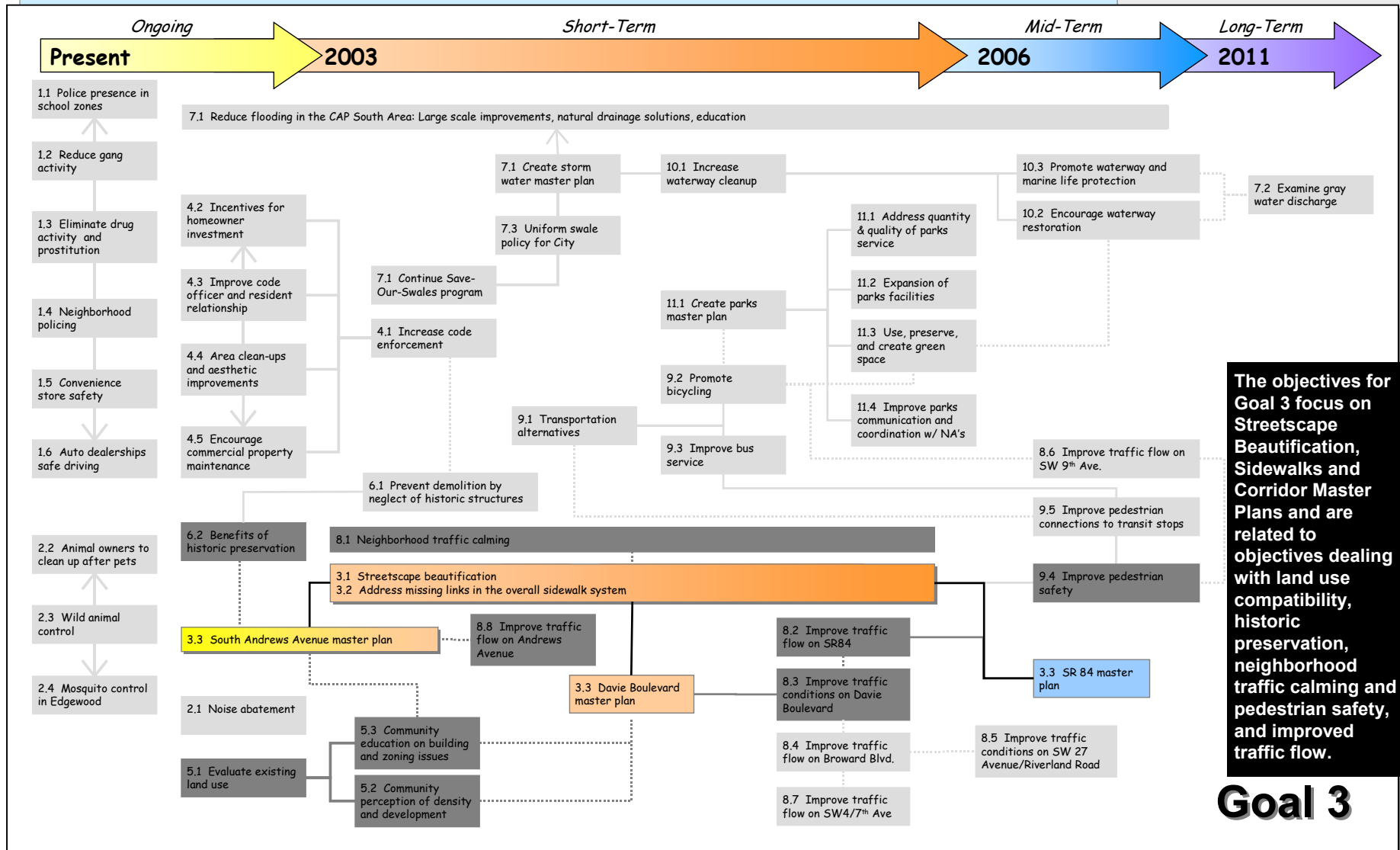
State Road 84

- A charrette was conducted in 1999 and the results were codified into the ULDR (Unified Land Development Regulations)
- State enhancement funds are available to resolve streetscape issues.

South Andrews Avenue

- Slated for completion May 2003
- Funding sources include private contributions and City funds.

Goal 3: Revitalize South Area Corridors



Goal 3



Goal 3: Revitalize South Area Corridors

Selected Implementation Strategies from Proposal	Time Frame	Cost	Funding Source	Grant Possibility
Create signature streets with pavers, decorative lights, medians, pedestrian furniture, shade trees and shrubbery	Short-Term (Sub-area Mobility Study and Broward County Urban Design Plan)	To be determined in part through Sub-Area Mobility Study	Transportation Enhancement Funds; Broward Beautiful	\$350,000/yr for Neighborhood Beautification Projects. \$15,000,000 (2004 only) streetscape: Sunrise to Davie along SE/NE 3 rd Ave & Andrews
Install sidewalks	Short-Term	New: \$3.25 to \$4.00/SF Remove & replace: \$2.25 to \$2.75/SF	Neighborhood Assessment; City, County, and State on collectors and arterials	\$250,000/yr to repair sidewalks
Create Master Plans: • Davie Blvd. • SR 84 • South Andrews Ave.	• Short-Term (2004) • Mid-Term • Short-Term (May 2003)	• \$500,000 • to be determined \$65,000	• FDOT • \$500,000 state enhancement funds, through Local Area Participation Agreement • Broward General Hospital, City General Fund, BCIP	\$100,000/yr for Business Beautification Projects (landscaping, parking, street paving, pedestrian crosswalks, lighting, signage, drainage, curb & gutters)

The community recommends specific corridor plans.

Evaluating land uses along the corridors were desired in addition to simply providing channelization or streetscape beautification.

Improved area-wide traffic conditions and improved pedestrian safety are subsequent benefits of conducting corridor studies.

Corridor plans that include physical improvements must consider any disruptive effects of the WaterWorks 2011 project to ensure coordination.

* Complete Implementation Proposal listed in the Appendix



Goal 1: Reduce Crime and Improve Public Safety

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Goal 4: Improve Property Appearance to Promote Neighborhood Investment

Goal 5: Preserve Neighborhood Integrity Through Compatible Land Use and Design

Goal 6: Promote Historic Preservation

Goal 7: Improve Drainage Systems

Goal 8: Reduce Traffic Impacts on Residential Neighborhoods by Improving Mobility on Major Roads

Goal 9: Provide Transportation Choices for Residents

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Objective 4.1
Increase code enforcement

Objective 4.2
Provide incentives for homeowner and neighborhood investment

Objective 4.3
Improve relationship between code officers and residents to encourage voluntary code compliance

Objective 4.4
Encourage aesthetic improvements and area clean-ups

Objective 4.5
Enforce and encourage the maintenance and compliance of commercial properties



Goal 4: Improve Property Appearance to Promote Neighborhood Investment

Top Community-Identified Code Issues:

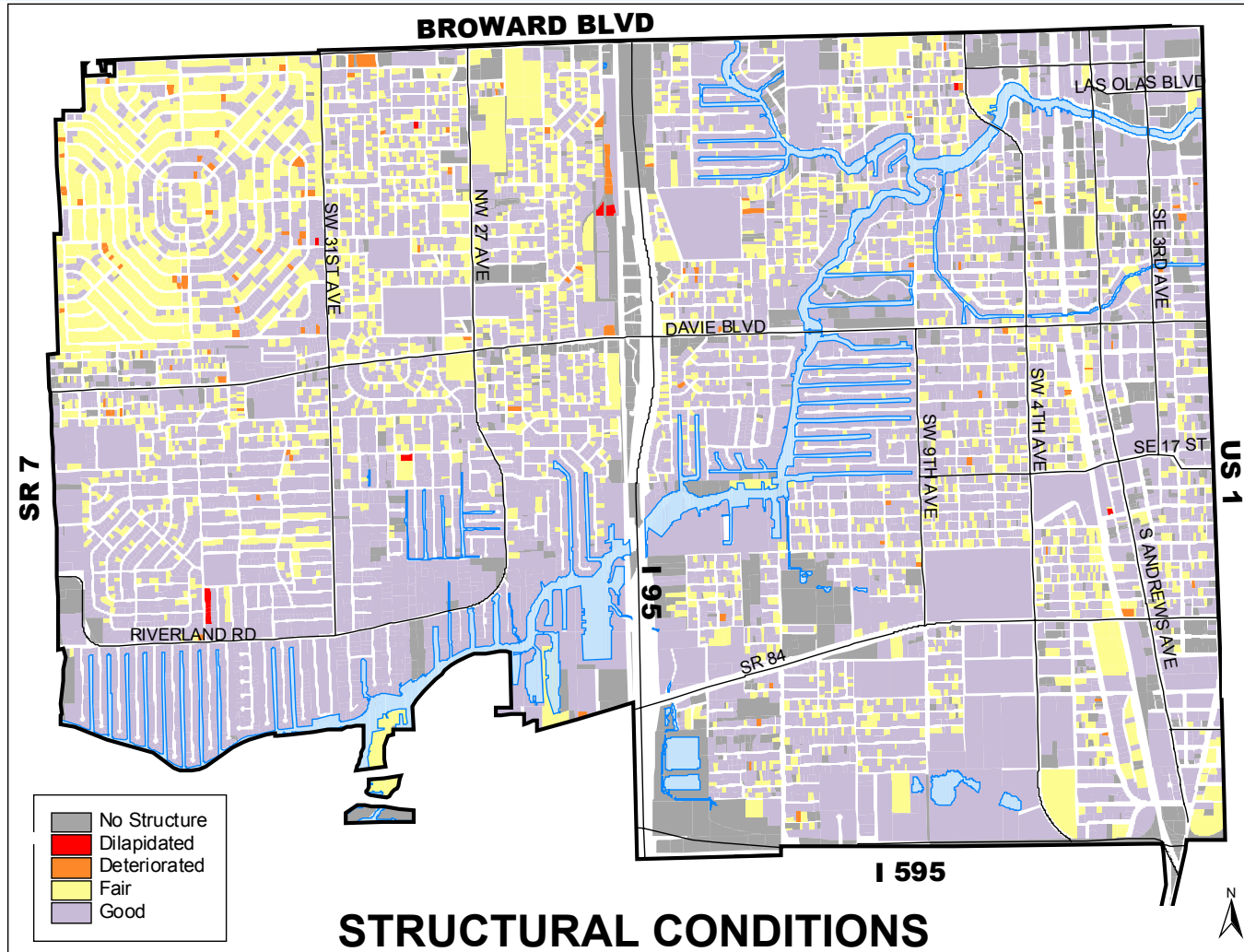
- Lack of property maintenance, both structural and landscape conditions
- Illegal home businesses in neighborhoods
- Absentee landlords



Objectives of Goal 4 are:

- Hire additional code officers
- Improve coordination and communication between officers
- Identify intensity of code activity to determine the number of code officers needed per geographic area
- Improve relationship between code officers and residents to encourage voluntary code compliance
- Review inspector's perspective and attitude toward homeowners and neighborhoods
- Provide sensitivity training and education through workshops
- Encourage aesthetic improvements and area clean-ups
- Encourage maintenance of vacant properties
- Cite properties with oversized boats, trailers, illegally parked vehicles
- Reduce neglect by enforcing property maintenance standards
- Provide code enforcement officer for waterfront properties

Goal 4: Improve Property Appearance to Promote Neighborhood Investment



This map illustrates the windshield field survey completed for structural conditions.

Most all of the structures within the South Area CAP are either in good or fair condition. However, this map helps point out those properties that are either deteriorated or dilapidated.

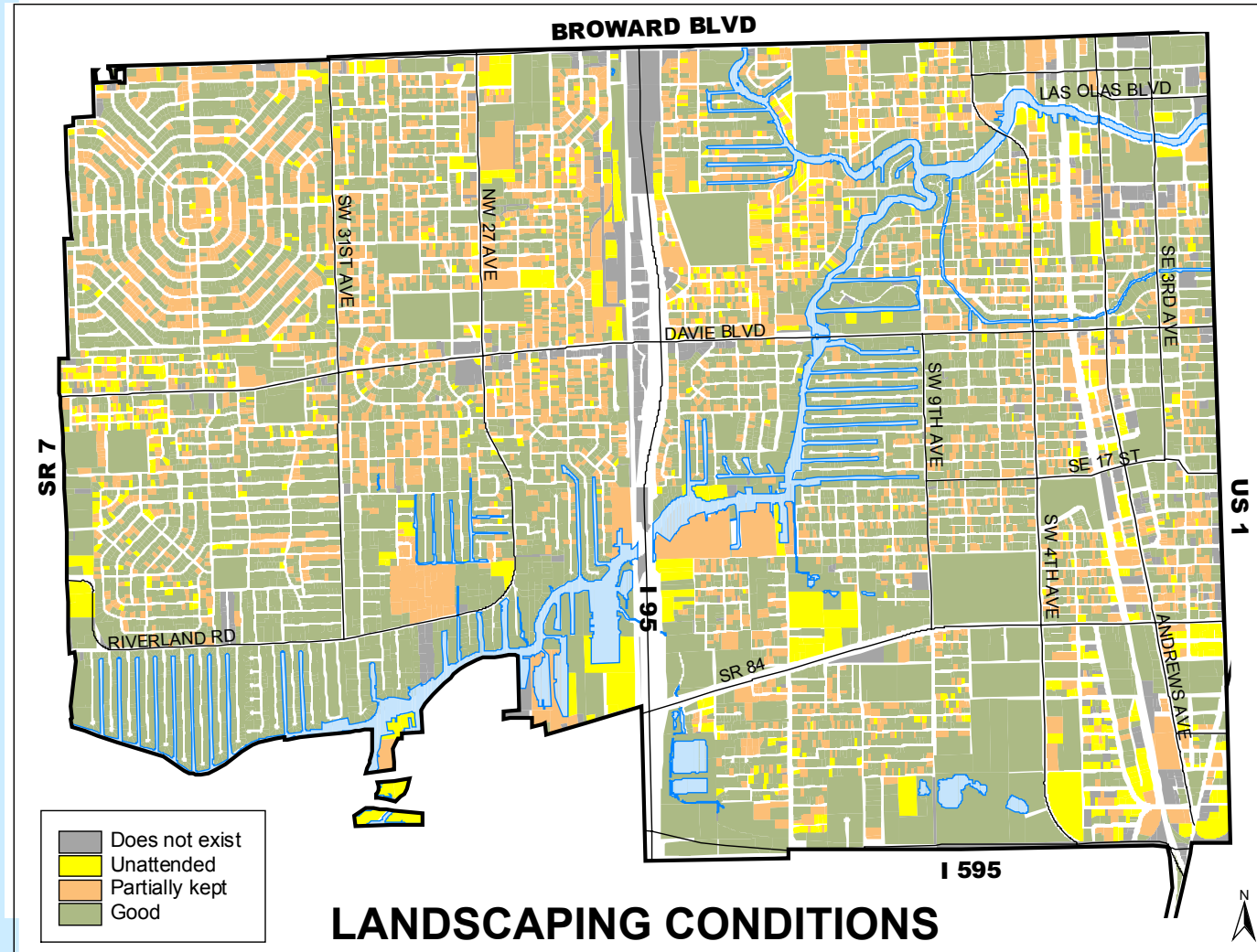
The following page contains a map which illustrates the landscape conditions for the South Area CAP. Again, the majority of the South Area properties landscaping conditions are either good or partially kept.

*Data from this field survey represents a subjective snapshot of South Area conditions during the summer of 2001. These maps may not be representative of conditions at the present time.

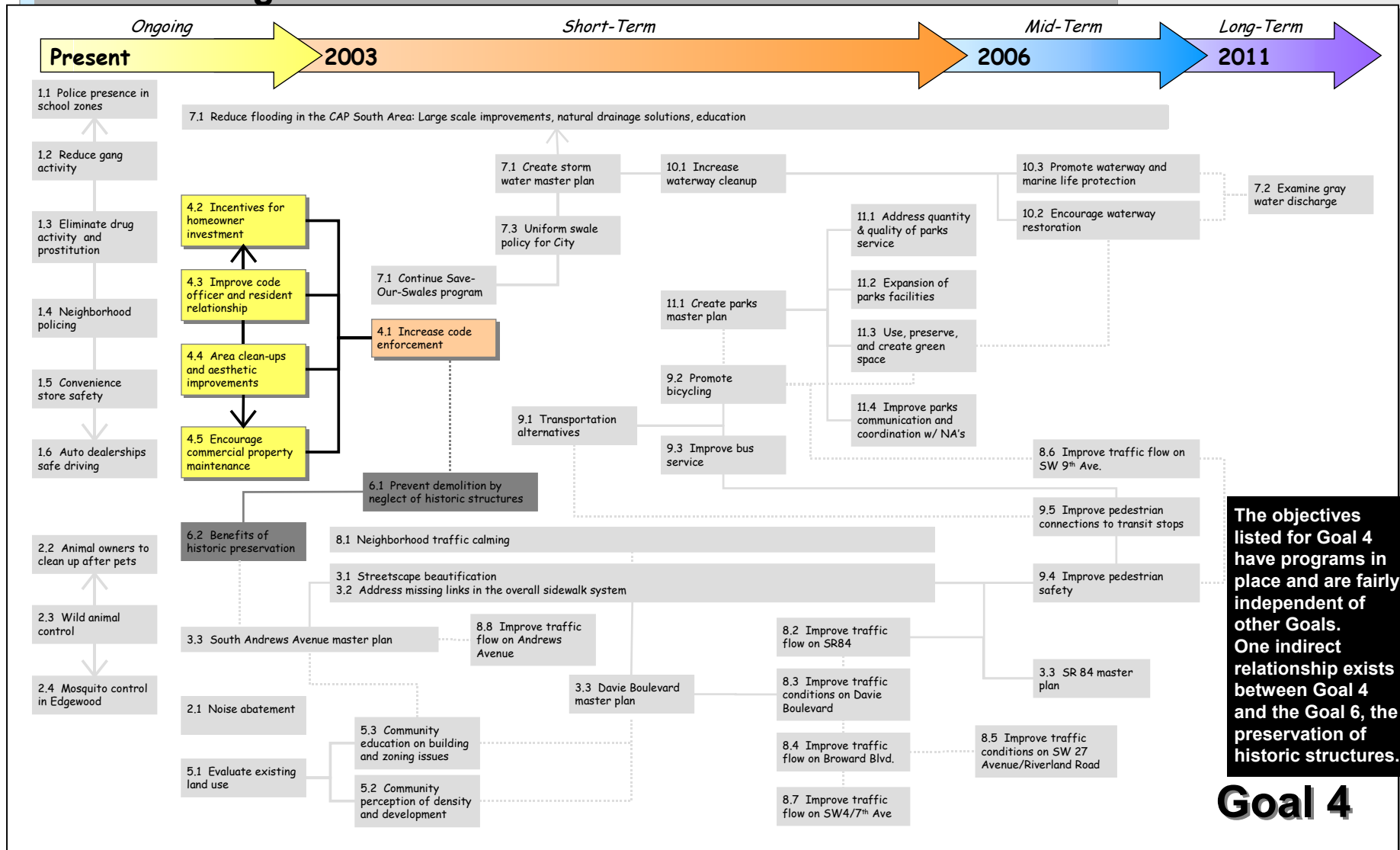
Goal 4: Improve Property Appearance to Promote Neighborhood Investment

Other objectives that have been identified for Goal 4 are:

- Provide incentives for homeowner and neighborhood investment
- Encourage landlords to maintain rental and multi-family properties
- Foreclose on derelict properties
- Promote incentives in problem areas
- Maintain design standards in older buildings to encourage earlier period style and develop distinctive neighborhoods
- Enforce and encourage the maintenance and compliance of commercial properties
- Enforce sign regulations on businesses
- Clean up trash and maintain landscaped areas in shopping centers
- Educate commercial businesses of the economic benefits and fiscal consequences of property maintenance



Goal 4: Improve Property Appearance to Promote Neighborhood Investment



Goal 4



Goal 4: Improve Property Appearance to Promote Neighborhood Investment

Code enforcement helps to reduce blight and increase the overall value of properties in an area.

Selected Implementation Strategies from Proposal	Time Frame	Cost	Funding Source	Grant Possibility
Encourage absentee and on-site landlords to maintain rental and multi-family properties	Ongoing (Program in place: focused code enforcement)	Budgeted	Planning and Economic Development fund (City)	CDBG (Community Development Block Grant)
Provide sensitivity training to improve inspector's relationships with homeowner & neighborhoods	Ongoing (Training already in place through the Florida Association of Code Enforcement (FACE))	Budgeted	Planning and Economic Development fund (City)	
Cite properties with over-sized boats, trailers, broken down and illegally parked vehicles; enforce window and roof repairs to prevent deterioration	Ongoing (Program in place with code officers assigned to specific areas)	Budgeted	Planning and Economic Development fund (City)	FL DCA, Weatherization grants

* Complete Implementation Proposal listed in the Appendix



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and Recreational Facilities

Objective 5.1
**Evaluate existing land
use within the South
Area**

Objective 5.2
**Determine the
community's
perception of
"density" and
"development" to
guide future
development**

Objective 5.3
**Increase the
community's
knowledge about
building and zoning
issues**



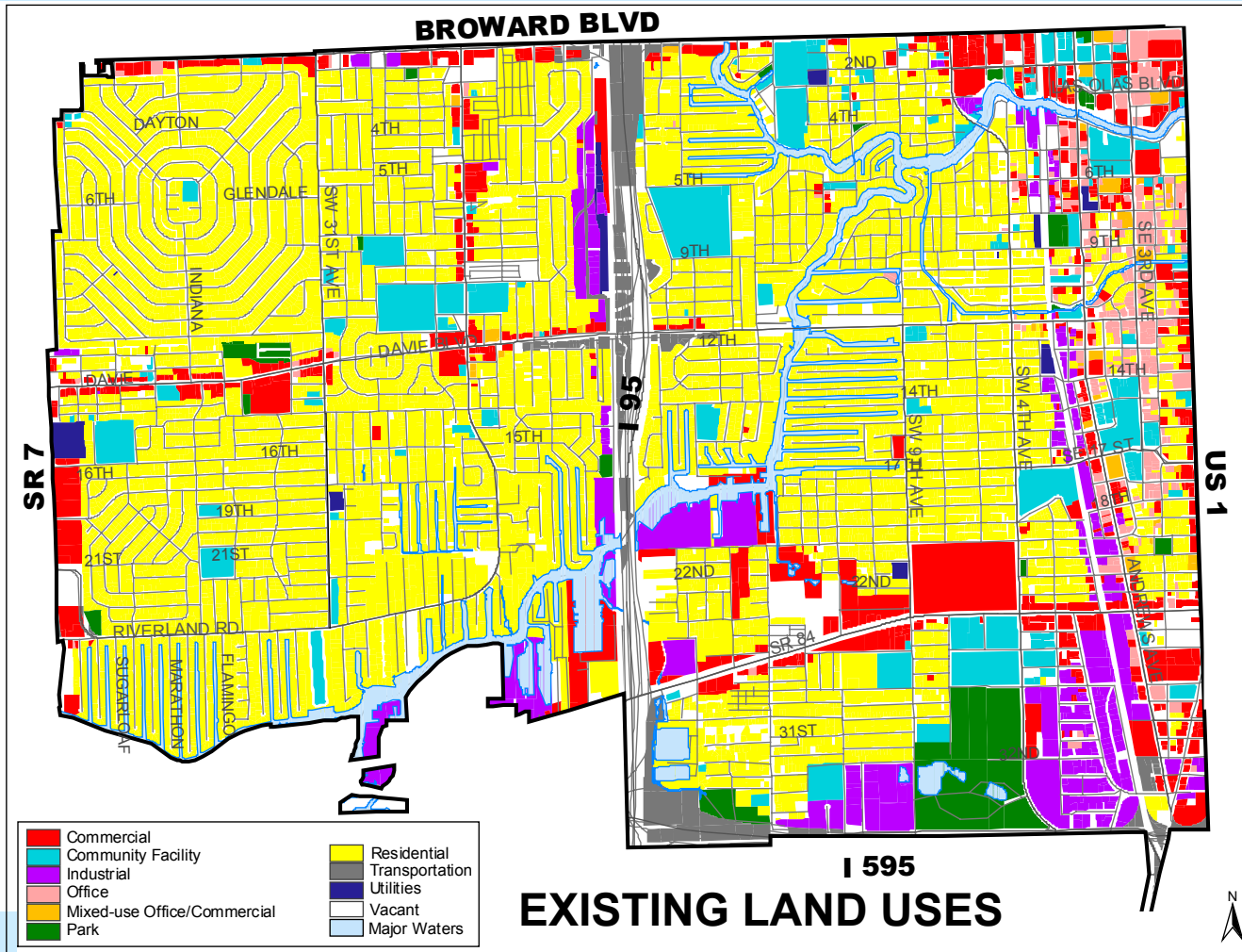
Goal 5: Preserve Neighborhood Integrity Through Compatible Land Use and Design

5.1 Evaluate Existing Use

•Analyze South Area neighborhoods to determine if discrepancies exist between official land use designations and existing uses.

The City completed objective 5.1 from 1995 to 1997, and initiated rezonings for identified inconsistencies. If activities are occurring outside of what is allowed by zoning, Code Enforcement will address and proceed with enforcement.

The map to the left illustrates existing land uses as compiled during the South Area CAP windshield survey that took place in the summer of 2001.

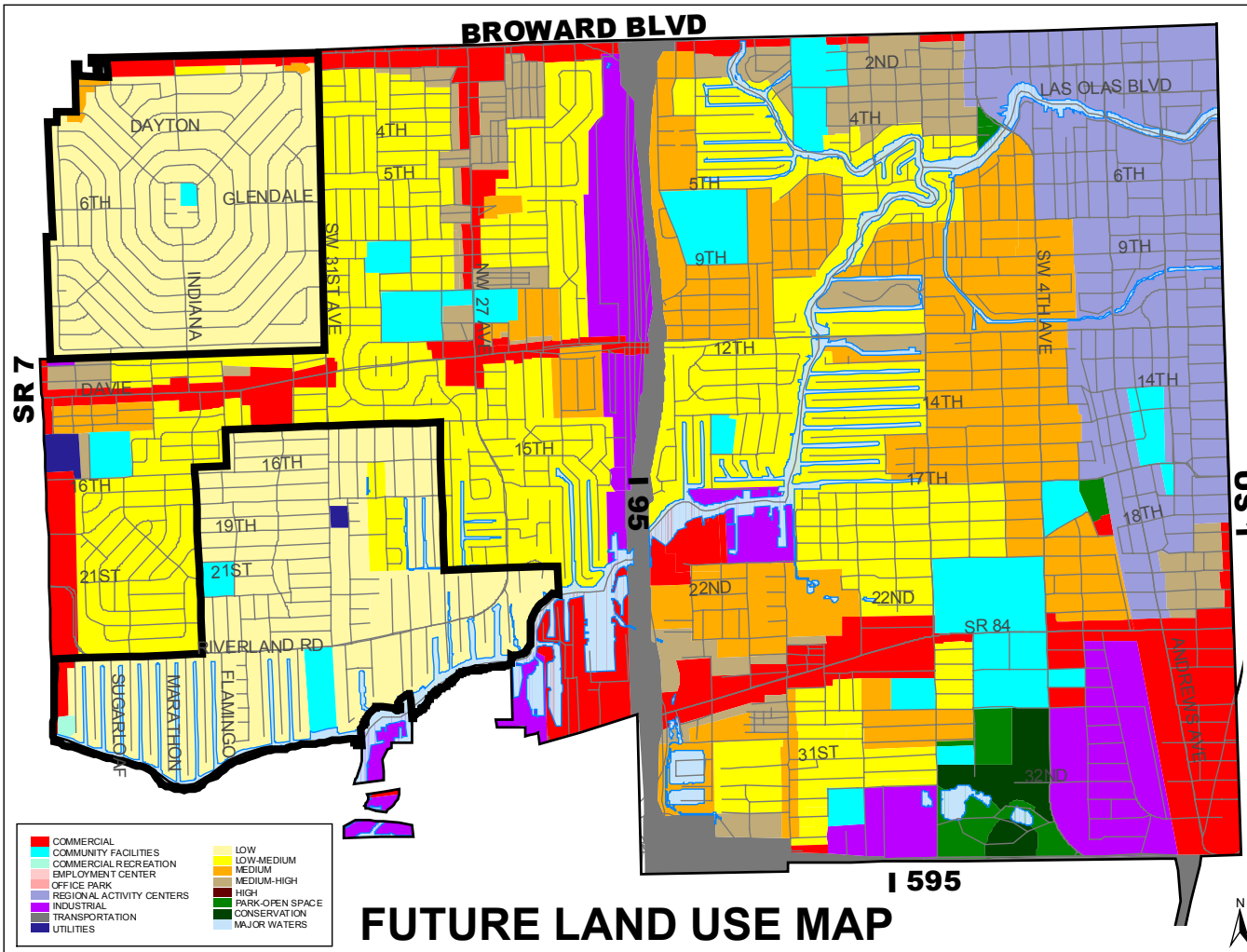


Goal 5: Preserve Neighborhood Integrity Through Compatible Land Use and Design

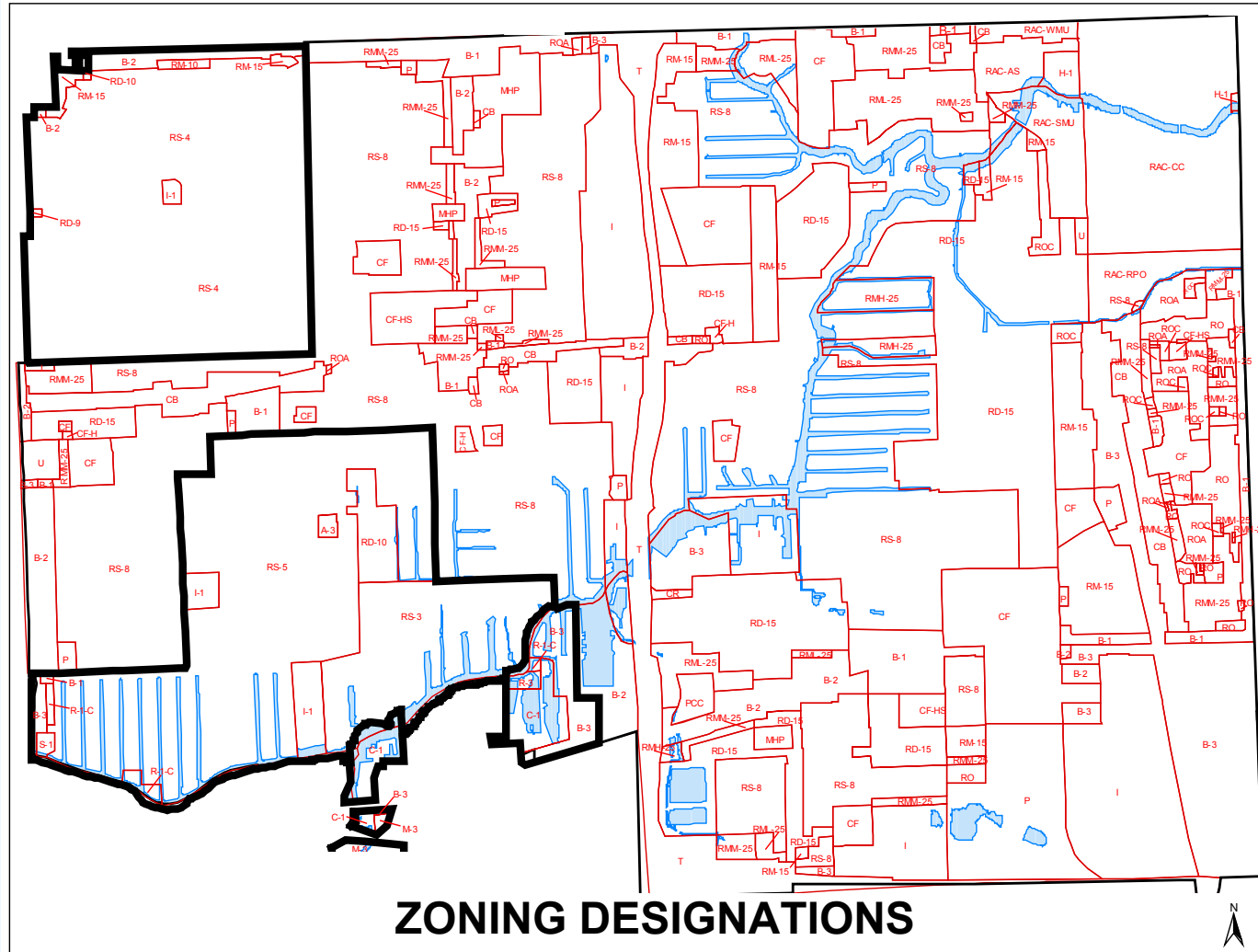
Compatible land uses are typically selected and included in specific zoning designations.

Sometimes mixed-use districts are applied that allow complementary uses to occur in harmony with design standards.

The City's Comprehensive Plan determines the Future Land Use Map (shown on this page for the South Area CAP). The Land Use Map provides general parameters for grouping of uses.



Goal 5: Preserve Neighborhood Integrity Through Compatible Land Use and Design



This page shows a portion of the City's zoning map that covers the South Area CAP and delineates the individual zoning districts and their associated land uses.

The area shown within bold lines are the recently (September 2002) annexed areas of Melrose Park and the Riverland Road Area. These areas have not yet been applied with City zoning districts.

The South Area CAP includes the downtown Regional Activity Center (RAC) and the South RAC and great consideration must be given to ensure that development that radiates from downtown is done in a fashion that preserves neighborhood integrity.

Design standards, setbacks, and building arrangements can be implemented to further the goal of ensuring land use compatibility.



Goal 5: Preserve Neighborhood Integrity Through Compatible Land Use and Design

The City is in the process of developing a Consolidated Downtown Master Plan with outside consultants. This plan takes a comprehensive look at the downtown, with emphasis on building typologies, allocation of residential units, government centers, pedestrian connections, integration of the County greenway plan, public transportation routes, and ensures coordination with the interests of the CRA and DDA.

Planners and developers have a variety of tools to analyze the compatibility of land uses and building types. By looking at allowable densities and building mass, they can improve the transitions and relationships among the different land uses.



Goal 5: Preserve Neighborhood Integrity Through Compatible Land Use and Design



Throughout the South Area, development patterns in different areas are a result of market forces and government regulation.

Historic development patterns have located larger buildings and concentrated activity in the downtown area and along certain corridors.

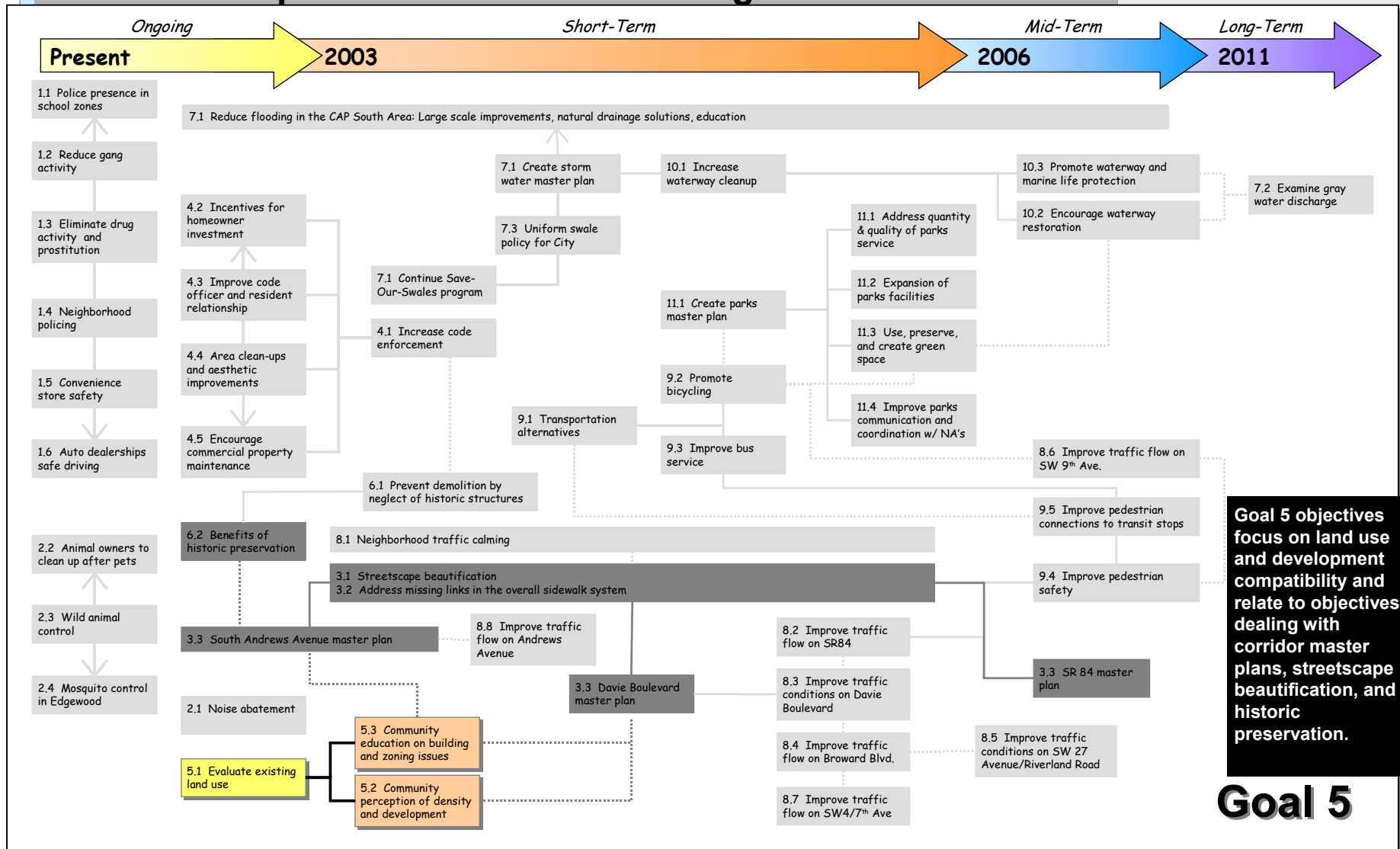
The appropriate density at specified locations ensures that proper transitions occur among building height and densities.

The preservation of single-family housing is a quality of life issue in some neighborhoods.

Likewise, high density in the core downtown increases the effectiveness of public transportation, makes the City eligible to apply and receive valuable grants, and reduces dependency on private individual automobiles thereby reducing congestion.



Goal 5: Preserve Neighborhood Integrity Through Compatible Land Use and Design



Goal 5



Goal 5: Preserve Neighborhood Integrity Through Compatible Land Use and Design

Selected Implementation Strategies from Proposal	Time Frame	Cost	Funding Source	Grant Possibility
Analyze neighborhoods to determine if discrepancies exist between the future land use designations and existing land uses	Completed between 1995-97	Budgeted	Code Enforcement	
Conduct a community image workshop to educate the public on building alternatives	Short-Term	Minimal	Planning & Zoning Division	SFRPC & TCRPC
Encourage the Realtor's Association to coordinate with Planning and Zoning Services to provide residents with information relating to the present building and zoning issues.	Short-Term	\$45,000	General Fund Community; Contributions	

Educating the community on building and zoning issues to clarify perceptions of density is included in Goal 5.

Objectives directly and indirectly influenced by this goal include corridor master plans, streetscape beautification, and preserving historic properties.

** Complete Implementation Proposal listed in the Appendix*



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and Recreational Facilities

Objective 6.1
**Prevent demolition by
neglect of historic
structures**

Objective 6.2
**Educate public about
benefits and
incentives of historic
preservation**



Goal 6: Promote Historic Preservation

Preserving the built environment of the past is a major priority for the South Area community.

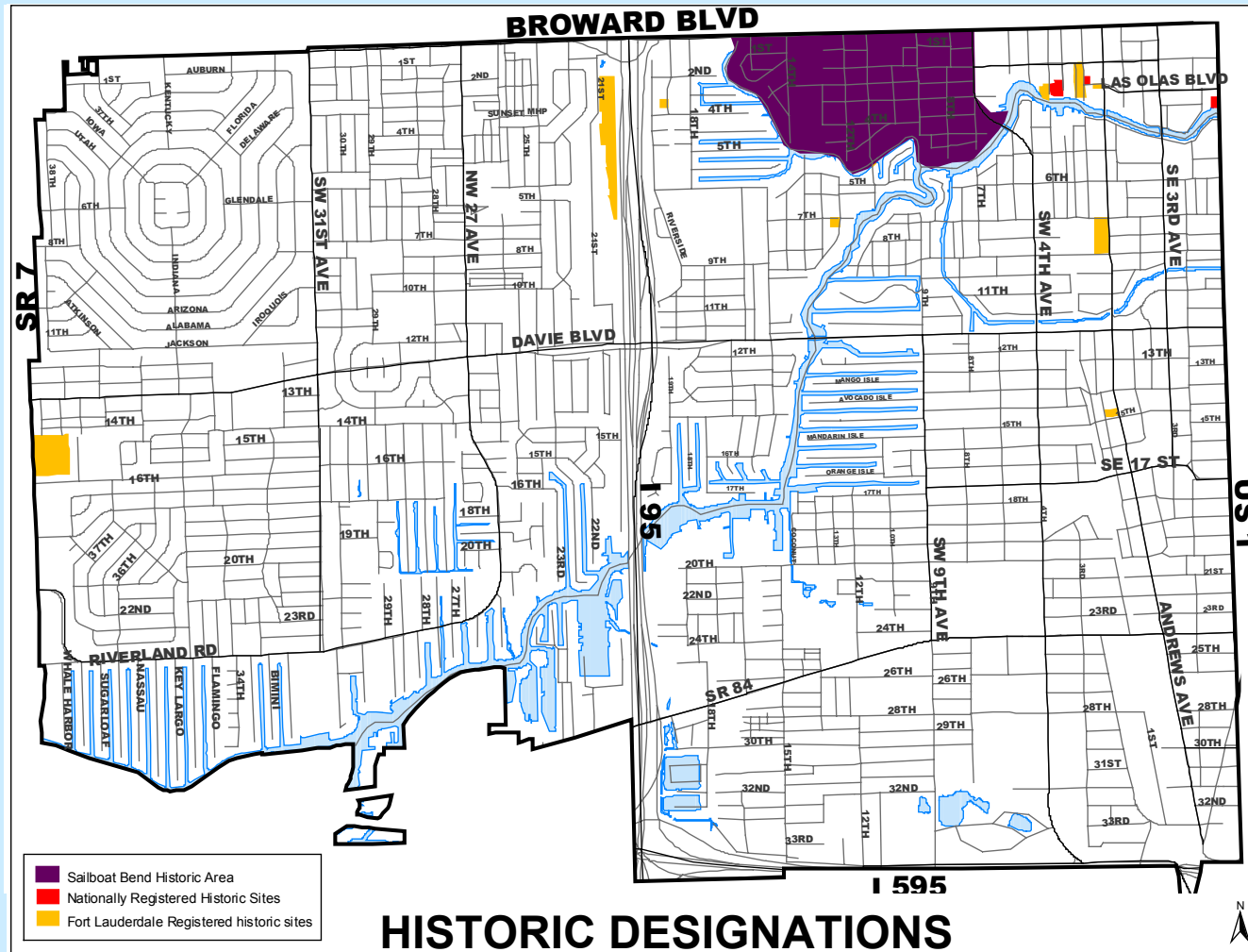
To the left are photos and drawings showing some of the historic resources of the South Area CAP.

The community recommended hiring a historic code officer designated to inspect historic properties for maintenance.

Also proposed is the distribution of educational materials that describe the rights and responsibilities of historic property owners, incentives of historic designation, and historic designation eligibility requirements.



Goal 6: Promote Historic Preservation



South Area CAP Historic Resources

Nationally Registered Historic Sites:

- New River Inn
- Bryan Building
- Stranahan House

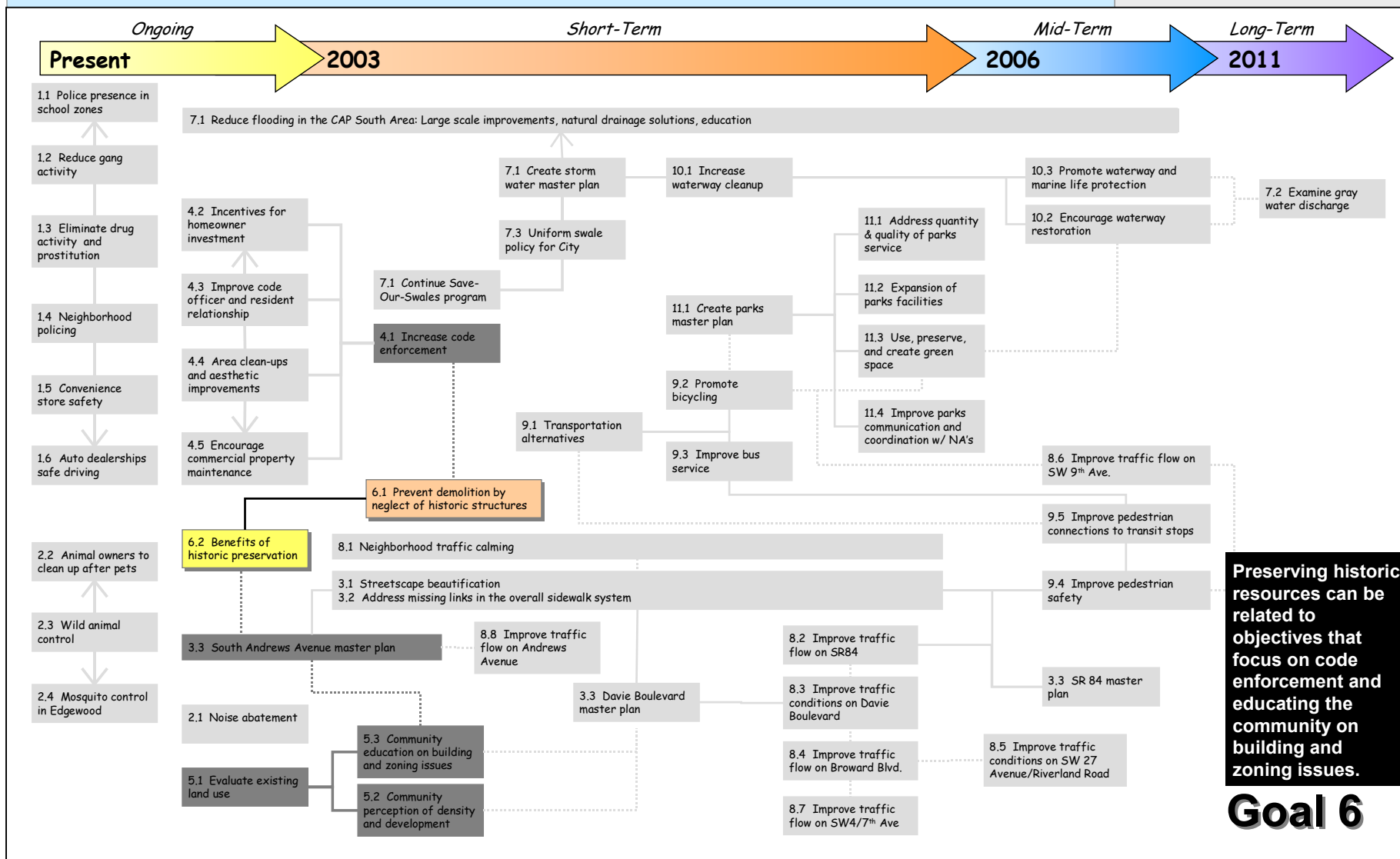
Nationally Registered Historic Districts:

- Sailboat Bend Historic District

City of Fort Lauderdale Registered Historic Sites:

- Walter E. Peale-Dixie Water Plant
- South Side School
- Seaboard Air Line Railway Station
- Haehel House
- Creona Riverside Park Residence
- Bryan Homes (Chart House Restaurant)
- Archeology Museum (Plasma Center)
- Tibbets Building (Old Bus Station)
- One River Plaza
- Jay & Jaimee Adams House
- Bivens Hotel (Colonial Hotel)

Goal 6: Promote Historic Preservation



Goal 6



Goal 6: Promote Historic Preservation

Selected Implementation Strategies from Proposal	Time Frame	Cost	Funding Source	Grant Possibility
Prevent demolition by neglect by hiring a dedicated Historic Code Officer to inspect historic properties	Short-Term	To be Determined	City General Fund	FI Div. Of Historic Preservation grants; Museum grants-special category
Provide literature to historical non-designated properties to describe detailed eligibility requirements and the benefits of being designated	Ongoing	Budgeted	City General Fund	
Distribute brochures to historically designated properties stating their 'rights & responsibilities.'	Ongoing	Budgeted	City General Fund	

Objectives in Goal 6 relate to code enforcement, corridor master plans, land use and compatibility, and the need to prevent demolition by neglect.

** Complete Implementation Proposal listed in the Appendix*



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Objective 7.1
**Reduce flooding in
the CAP South Area**

Objective 7.2
**Examine the
allowance of gray
water discharge to
replenish groundwater**

Objective 7.3
**Establish a uniform
swale condition policy
for the City**



Goal 7: Improve Drainage Systems



Periodic flooding is inevitable in South Florida given the state's relatively flat topography and the high amounts of rainfall that it experiences.

Ideally, a city-wide storm water master plan would precede individual flooding mitigation projects.

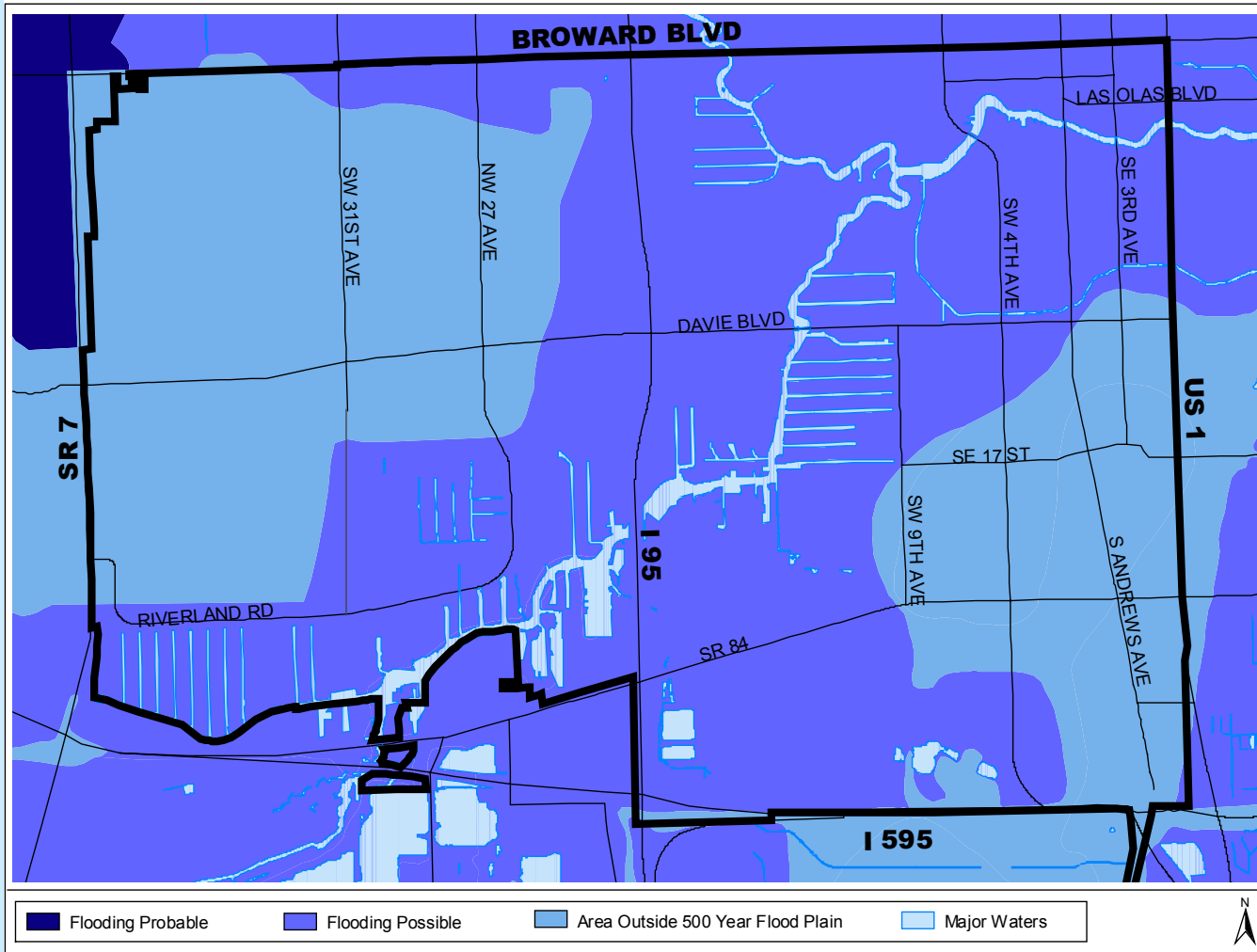
For example, the plan could identify potential properties as retention areas for storm water runoff, thereby mitigating recurring flooding issues.

There is CIP funding reserved specifically for swale improvements to alleviate ponding that occurs after heavy rains. However, this may require a coordination with the City and the residents who desire such swale improvements.

Goal 7: Improve Drainage Systems

This map shows the flood plain and upland areas within the South Area.

Flooding will periodically occur in the dark blue areas since they are in the flood plain of the New River.



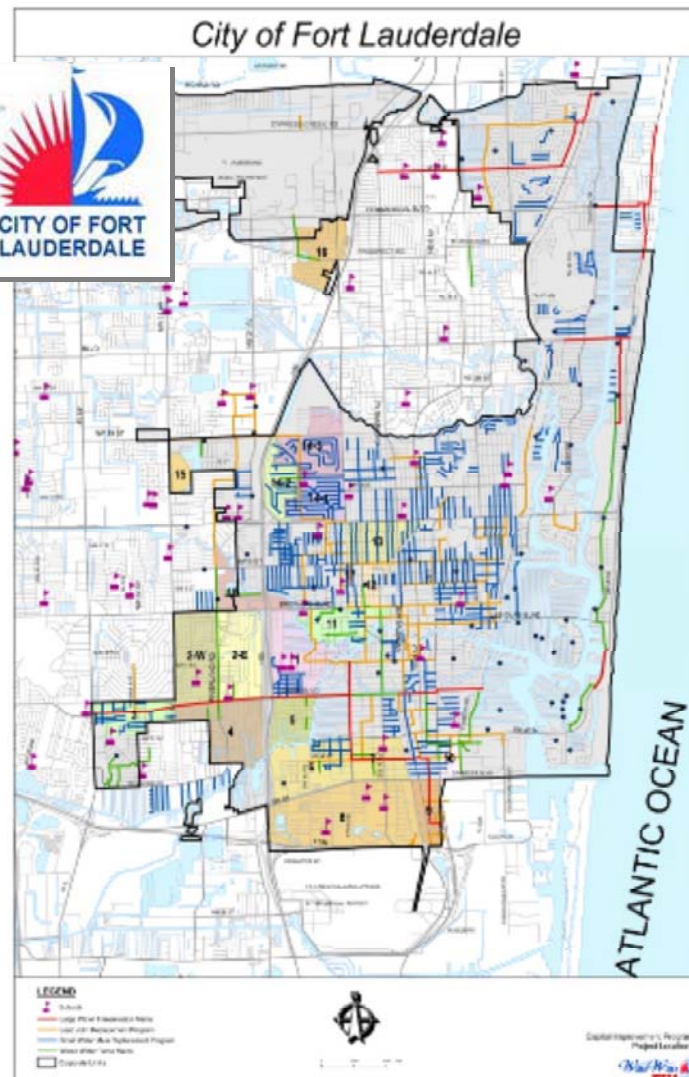
FLOOD PLAIN MAP



Goal 7: Improve Drainage Systems



- **\$555 Million Program**
- **Nearly half of South Area will receive improvements**
- **Desire to coordinate drainage improvements with sanitary sewer installation**



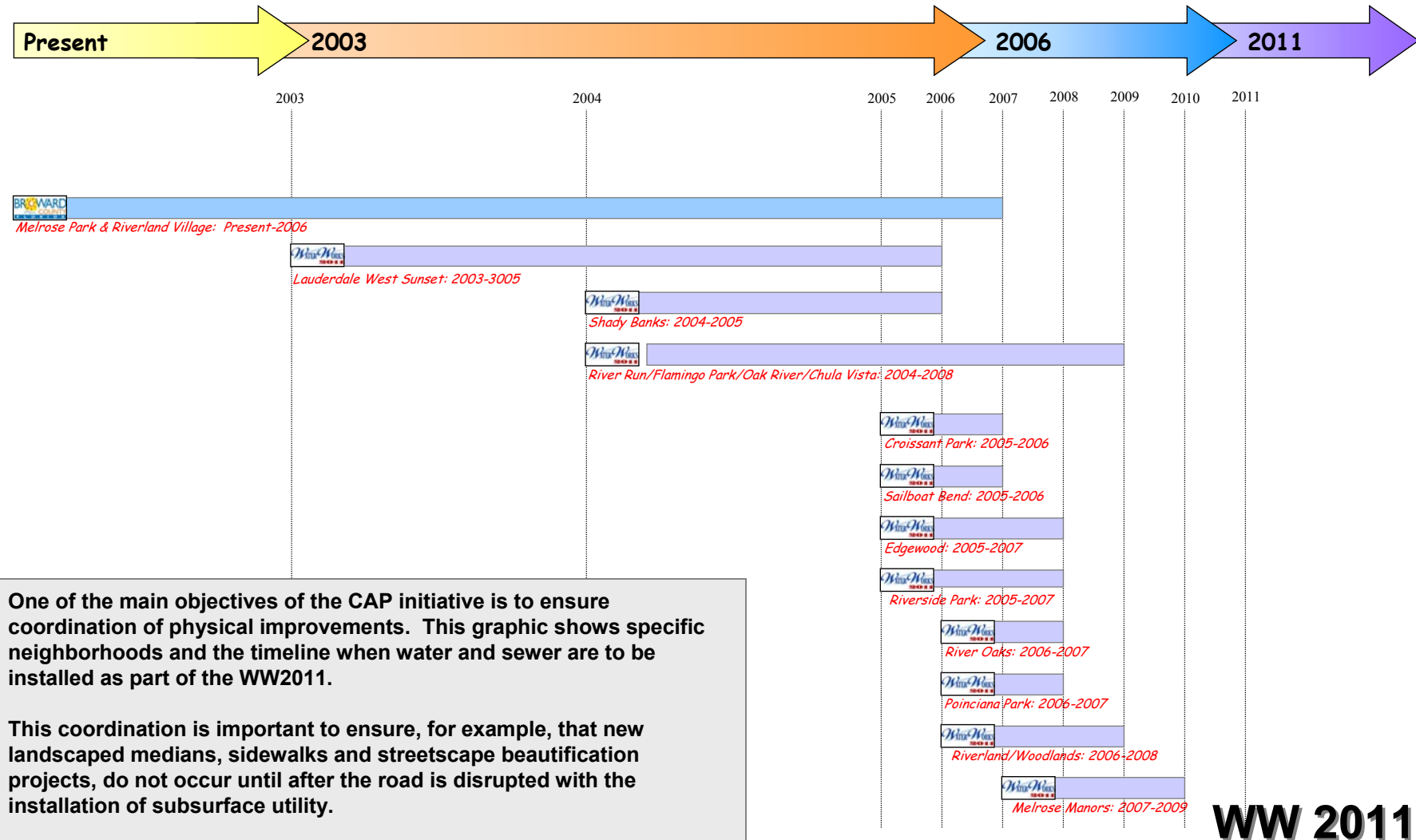
In its ongoing commitment to provide citizens with high quality public services, the City of Fort Lauderdale is implementing the Water Works 2011 Program.

This plan will improve the City's water and wastewater infrastructure to provide up-to-date and cost-efficient water service. It will also improve the quality and reliability of the City's drinking water.

Major components of the program will include a new state-of-the-art water treatment system, the installation of a modern, citywide sewer service that will protect public health and the environment, and the continuation of utility infrastructure improvements.

The primary goal of the initiative is to complete the program by the year 2011.

Goal 7: Improve Drainage Systems

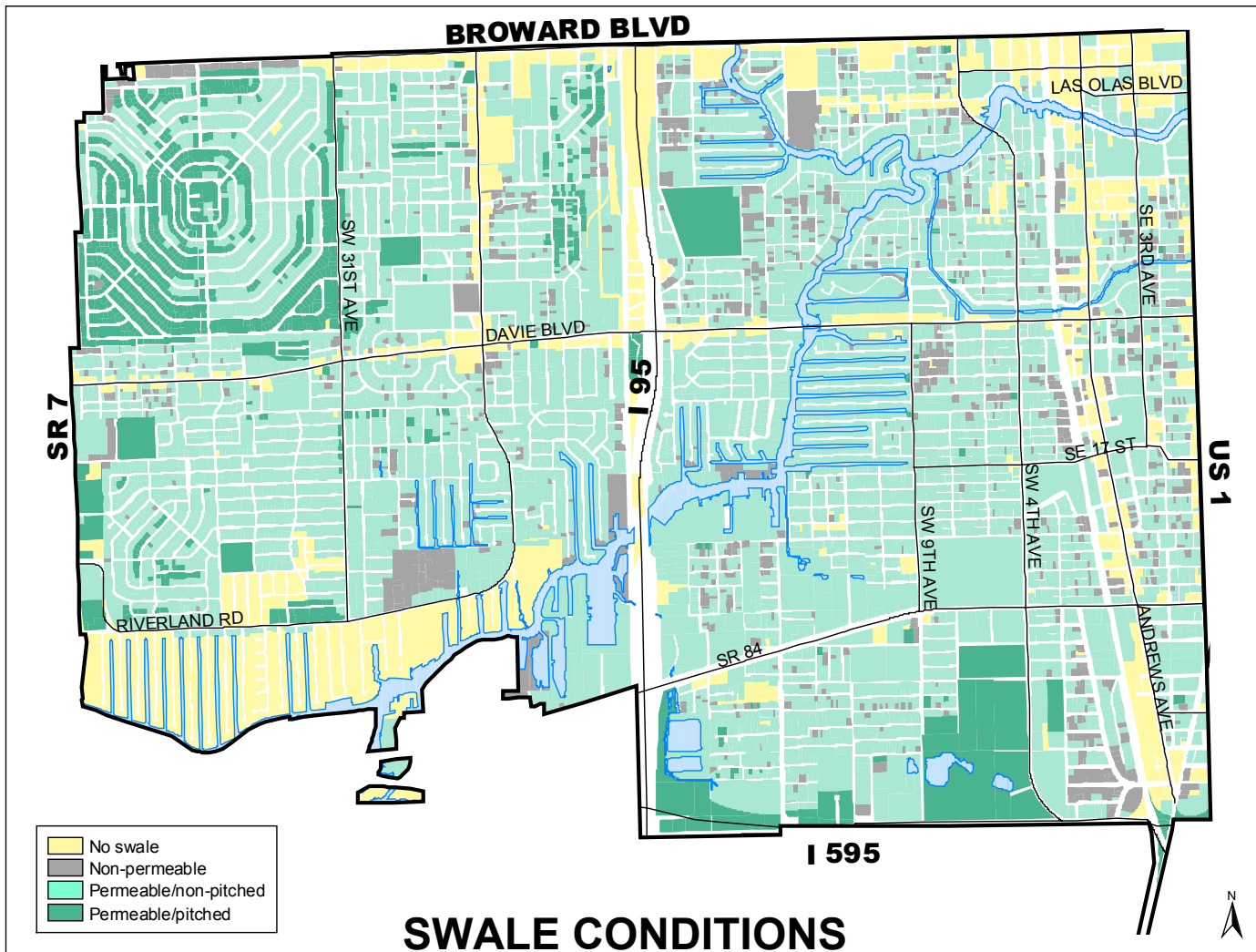


One of the main objectives of the CAP initiative is to ensure coordination of physical improvements. This graphic shows specific neighborhoods and the timeline when water and sewer are to be installed as part of the WW2011.

This coordination is important to ensure, for example, that new landscaped medians, sidewalks and streetscape beautification projects, do not occur until after the road is disrupted with the installation of subsurface utility.



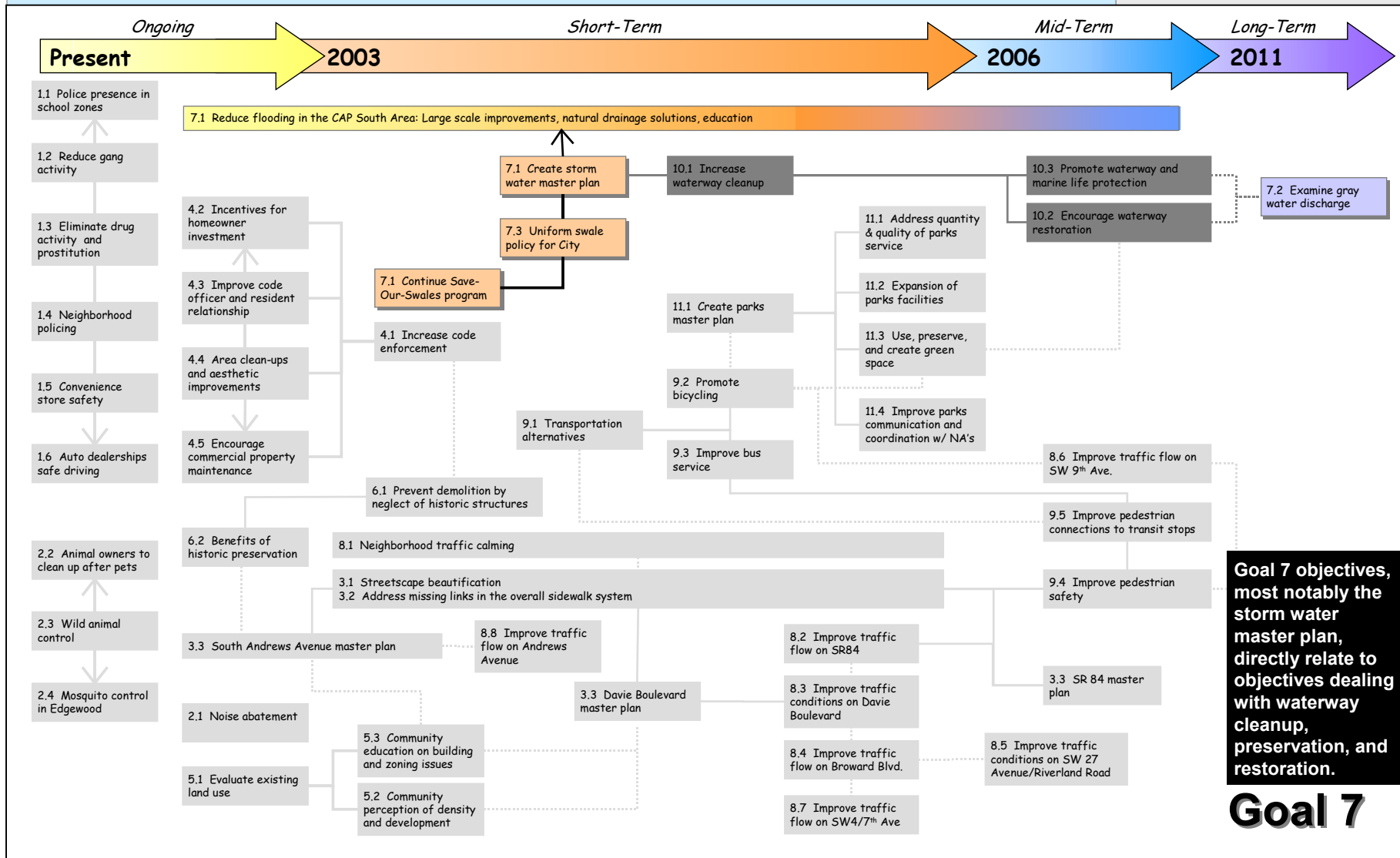
Goal 7: Improve Drainage Systems



During the summer of 2001, staff performed a survey of the swale conditions throughout the South Area. The map shows the results of this survey.

The Save-Our-Swales Program is a proactive approach to improving swale conditions, which will promote ground water recharge and reduce ponding.

Goal 7: Improve Drainage Systems



Goal 7: Improve Drainage Systems

Indirect benefits of a storm water master plan and swale improvements help to promote waterway and marine life protection and encourage waterway restoration.

Selected Implementation Strategies from Proposal	Time Frame	Cost	Funding Source	Grant Possibility	CIP
Conduct storm water master plan that addresses City-wide drainage issues	Short-Term	\$500,000 – 1,000,000	Through grants	City can leverage \$555M Waterworks 2011 investment as matching funds	
Reduce flooding in River Oaks/Edgewood neighborhoods	Short-Term	\$160,000 (study only)	Storm water Enterprise Fund; private property owner investment	City has requested \$3.5M from DEP over next 2 years	
Ensure redeveloping properties meet building code standards with first inch of precipitation retained on-site	Ongoing	Unable to estimate	Private property owner investment		\$634,000/yr. For next 5 years (recap); \$706,000/yr. For next 5 years (new facilities)
Evaluate existing swale conditions and establish neighborhood participation process and program	Short-Term	\$120,000 (1 landscape architect & 1 engineer for one year)	Storm water Enterprise Fund	FL DEP, Water Facilities Funding	

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**Goal 8: Reduce Traffic Impacts on Residential
Neighborhoods by Improving Mobility on Major Roads**

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and Recreational Facilities

Objective 8.1
**Install traffic calming
techniques**

Objective 8.2
**Improve traffic conditions
on SR84**

Objective 8.3
**Improve traffic conditions
on Davie Boulevard**

Objective 8.4
**Improve traffic conditions
on Broward Boulevard**

Objective 8.5
**Improve traffic conditions
on SW 27 Avenue
/Riverland Road**

Objective 8.6
**Improve traffic conditions
on SW 9 Avenue**

Objective 8.7
**Improve traffic conditions
on SW 4 Avenue/SW 7
Avenue Corridor**

Objective 8.8
**Improve traffic conditions
on Andrews Avenue**



Goal 8: Reduce Traffic Impacts on Residential Neighborhoods by Improving Mobility on Major Roads

There are various traffic calming techniques.

Several examples, including those shown to the left, are:

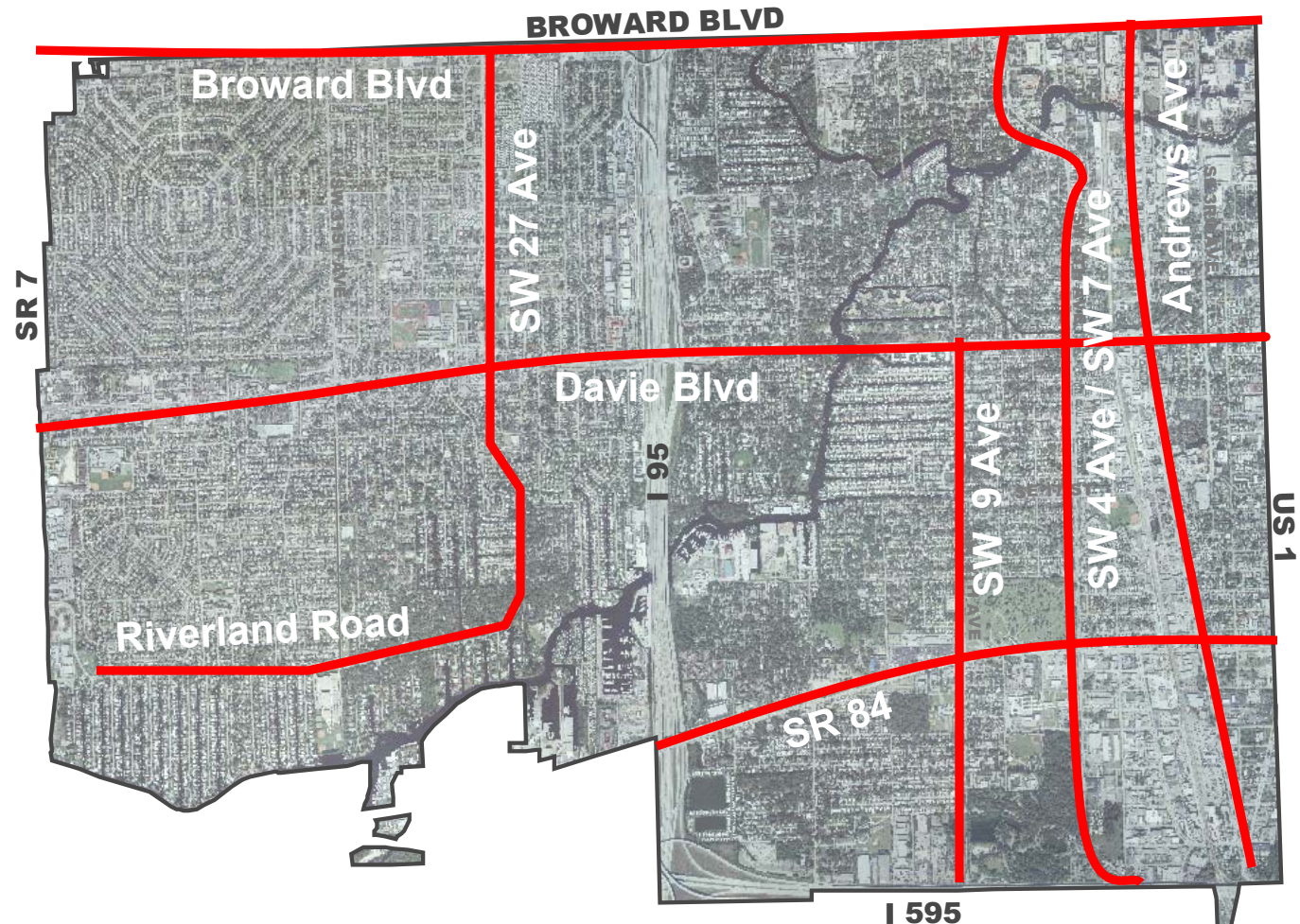
- Bulb-outs
- Roundabouts
- Speed humps



Goal 8: Reduce Traffic Impacts on Residential Neighborhoods by Improving Mobility on Major Roads

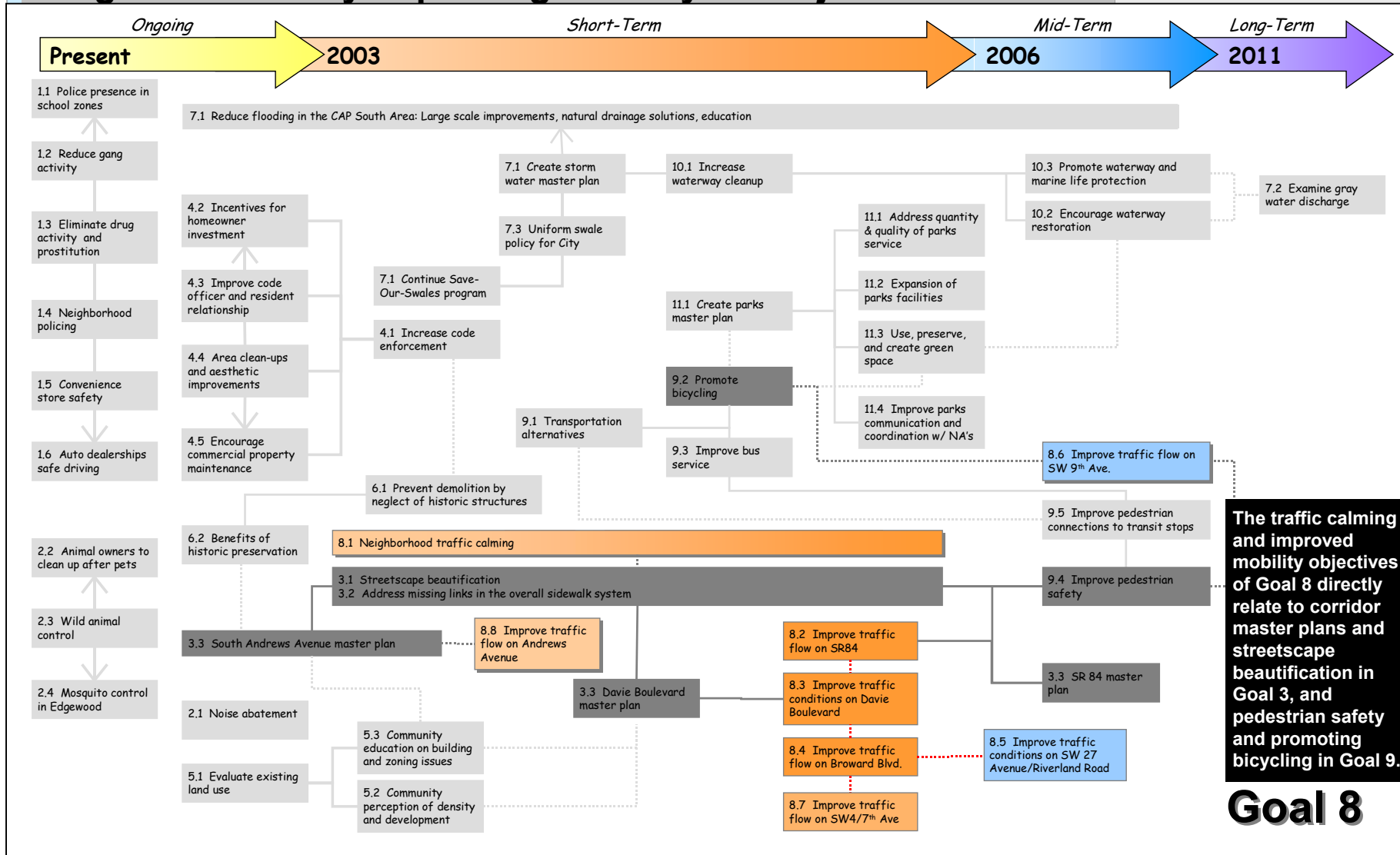
The community identified seven major corridors that are in need of traffic and mobility related improvements.

By decreasing congestion and improving mobility on major corridors, vehicular cut through traffic in residential neighborhoods may be reduced.



SELECTED CORRIDORS FOR TRAFFIC IMPROVEMENTS

Goal 8: Reduce Traffic Impacts on Residential Neighborhoods by Improving Mobility on Major Roads



Goal 8: Reduce Traffic Impacts on Residential Neighborhoods by Improving Mobility on Major Roads

Traffic calming measures and improved mobility on major roads have a direct relationship with streetscape beautification and corridor master plans.

Selected Implementation Strategies from Proposal	Time Frame	Cost	Funding Source	CIP
Implement traffic calming techniques where excessive speeding has been reported (speed humps & STOP signs)	Short-Term (2003-05: if NA's contribute)	\$40,000 (speed humps) \$2,500 (STOP signs)	City General fund (if street meets criteria); NCIP funding	\$50,000 in 2003, \$20,000/yr. thereafter
Improve traffic conditions at the following locations:				
SR 84: at I-95, SW 15 Ave., SW 9 Ave., from SW 9 Ave to SW 4 Ave.	Short-Term (2004-06)	\$235,000	FDOT, General Fund, NCIP	\$1Million/yr: resurfacing (500 miles of roads in the City; 420 miles under City jurisdiction)
Davie Blvd: median construction, channelization, pavement markings, I-95 signal timing, modify signal at SE 3 Ave.	Short-Term (2004-06)	\$290,000	FDOT; General Fund, Broward Co.	
Broward Blvd: at SW 24 Ave, I-95, SW 7 Ave., Andrews Ave., US 1.	Short-Term (2004-06)	\$1,350,000	FDOT, General Fund, Broward Co.	
SW 27 Ave: Broward Blvd. to Davie (raised median feasibility study); Riverland Rd. from Davie Blvd. to SR 7.	Mid-Term	\$500,000 \$50,000 (study only)	FDOT, General Fund	
SW 4 Ave: south of Broward Blvd.: restripe between SR 84 and New River with 2 through lanes each direction and bicycle lanes and on-street parking	Short-Term (2005)	\$50,000	Broward County	
Andrews Ave: stripe roadway or improve signage at SW 9 Ave; improve horizontal alignment at SW 7 Ave., install S/B signage to direct traffic leading to I-595 or I-95 to continue to SR 84	Short-Term (2004)	\$35,000	City/County	

* Complete Implementation Proposal listed in the Appendix



Goal 1: Reduce Crime and Improve Public Safety

Goal 2: Address Nuisance Abatement

Goal 3: Revitalize South Area Corridors

Goal 4: Improve Property Appearance to Promote
Neighborhood Investment

Goal 5: Preserve Neighborhood Integrity Through Compatible
Land Use and Design

Goal 6: Promote Historic Preservation

Goal 7: Improve Drainage Systems

Goal 8: Reduce Traffic Impacts on Residential Neighborhoods by
Improving Mobility on Major Roads

Goal 9: Provide Transportation Choices for Residents

Goal 10: Enhance, Preserve and Protect Waterways

Goal 11: Create New and Enhance Existing Greenways, Parks,
and Recreational Facilities

Objective 9.1
**Explore transportation
alternatives**

Objective 9.2
Promote bicycling

Objective 9.3
Improve bus service

Objective 9.4
**Improve pedestrian
safety**

Objective 9.5
**Improve pedestrian
connections to transit
stops**



Goal 9: Provide Transportation Choices for Community

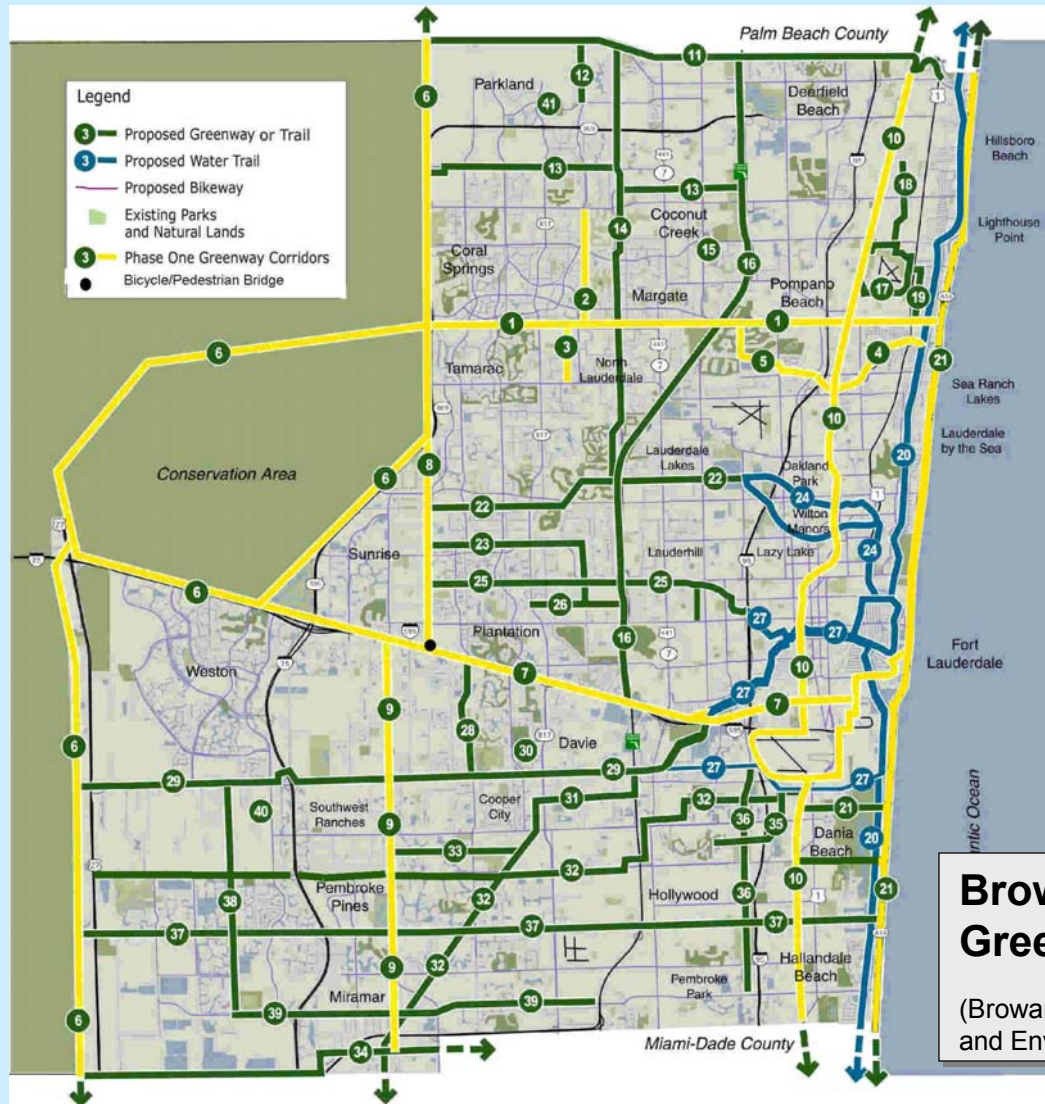


Transportation choices are needed to provide a variety of methods to move people and goods from one destination to another. Creating safe, walkable areas promotes pedestrian activity.

Providing and/or expanding bus service helps to replace automobile and associated congestion with mass transit.

Bicycling and the Water Taxi are additional alternatives to single-occupancy vehicles (SOV's).

Goal 9: Provide Transportation Choices for Community



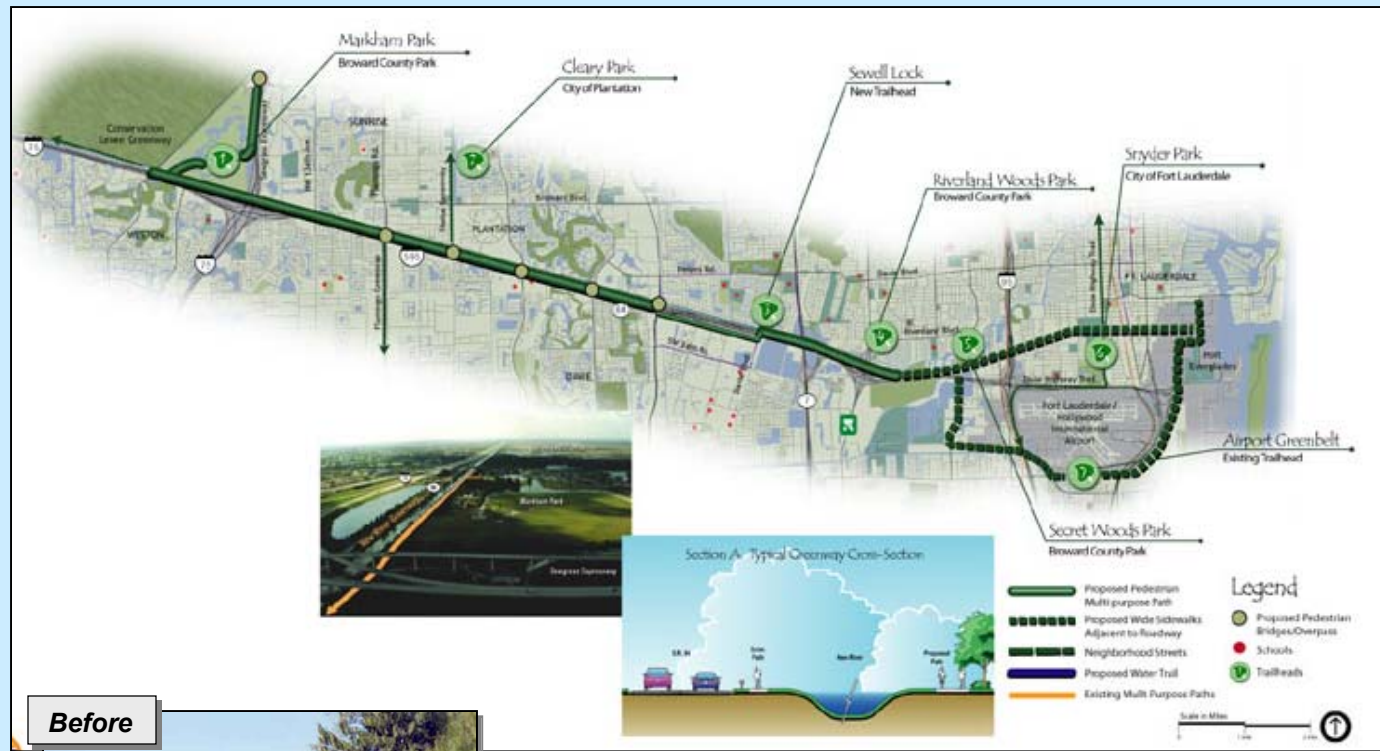
Broward County Greenways System

(Broward County Department of Planning and Environmental Protection –June 2002)

The City adopted the Broward County Greenways System. Many of the corridors traverse the City of Fort Lauderdale.

Coordination with the South Area CAP, and other City initiatives such as the Consolidated Downtown Master Plan, is promoted.

Goal 9: Provide Transportation Choices for Community



The New River-SR84 Greenway begins at Markham Park in western Broward County. It extends into the South Area CAP, provides linkages with Riverland Woods Park and Snyder Park, and wraps around the Fort Lauderdale-Hollywood International Airport.

Before

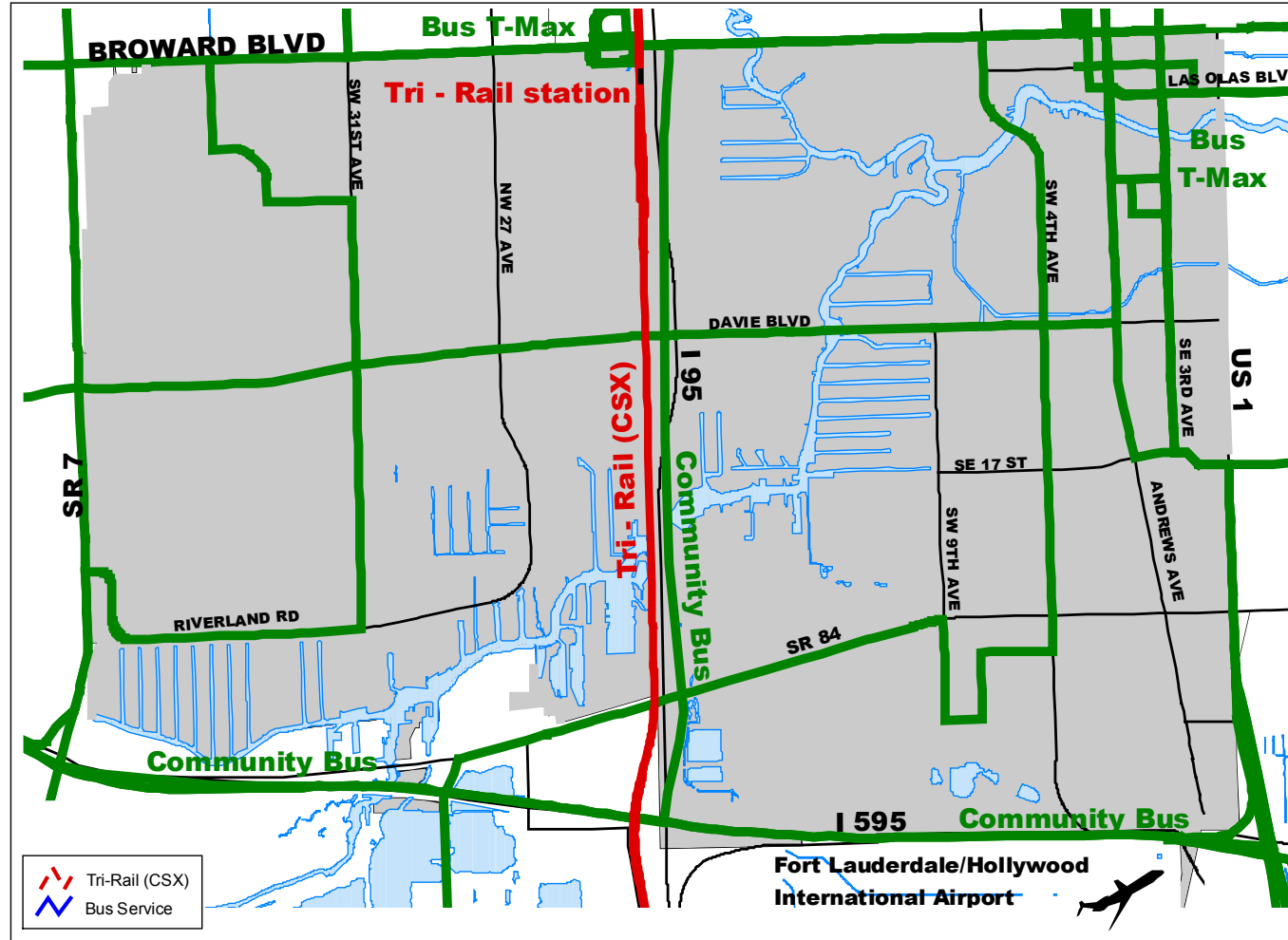


After

New River - SR 84 Greenway

(Broward County Department of Planning and Environmental Protection –June 2002)

Goal 9: Provide Transportation Choices for Community



PUBLIC TRANSPORTATION ROUTES

A variety of public transportation routes are available to residents and employees in the South Area. This map illustrates the Tri-Rail, Community Bus routes, and the TMAX Shuttle.

The community desired neighborhood friendly bus service with greater frequency of service, smaller vehicles, and increased coverage.

Goal 9: Provide Transportation Choices for Community

One of the main objectives of the CAP initiative is to ensure coordination of programs to identified goals that are developed by the community.

South Area CAP goals that focus on providing transportation choices for residents will be coordinated with the recommendations of the ongoing projects listed to the left.

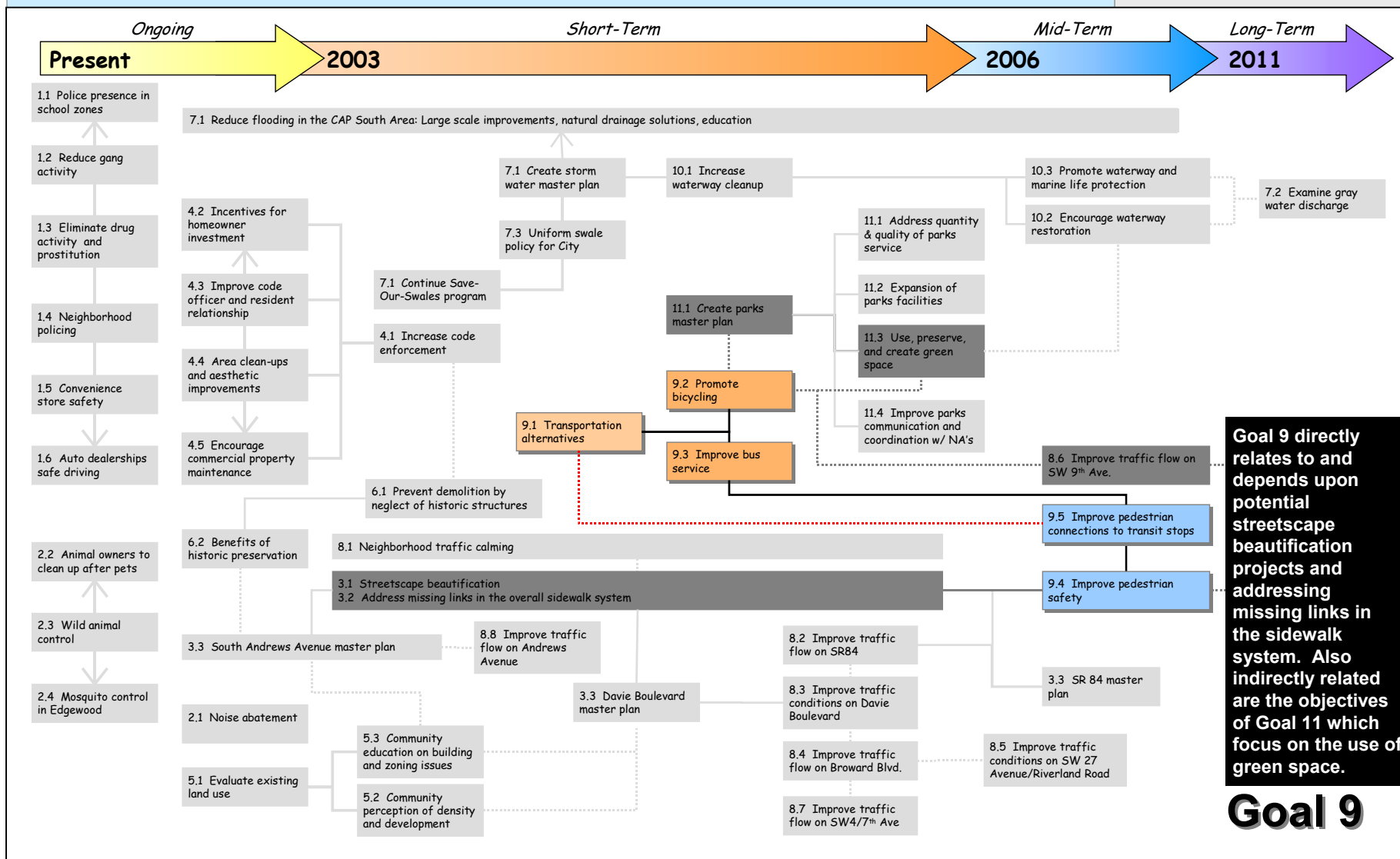


Ongoing Projects

- Downtown Consolidated Master Plan
- Sub-Area Mobility Study
- County Greenways Plan



Goal 9: Provide Transportation Choices for Community



Goal 9: Provide Transportation Choices for Community

Expanding transportation choices shows a relation to streetscape beautification and greenways. Greenways and blue ways contribute to the array of available transportation choices.

Implementation Strategies	Time Frame	Cost	Funding Source	Grant Possibilities
Conduct a 'transportation alternatives' feasibility study	Short-Term	\$65,000	Broward County; MPO; FDOT	
Enforce policy that all collector streets in the City have bicycle lanes, established trail heads with showers and lockers; locate areas for bicycle parking.	~	~	~	TEA-21
Improve bus service by promoting Broward County Transit's Community Bus program with new shelters and benches, and posting bus schedules.	Short-Term (Jan 2005)	\$50,000 for shelters & benches; \$20,000 for schedules	Broward County, MPO, FDOT	
Improve pedestrian safety by determining 'school walk' routes, coordinating cross light time to provide sufficient crossing time, design pedestrian crossing refuge, and consider pedestrian overpasses.	Mid-Term	Unknown	General Fund	



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Goal 10: Enhance, Preserve and Protect Waterways

Goal 11: Create New and Enhance Existing Greenways, Parks,
and Recreational Facilities

Objective 10.1
**Increase waterway
cleanup**

Objective 10.2
**Encourage waterway
restoration**

Objective 10.3
**Promote waterway
and marine life
protection**



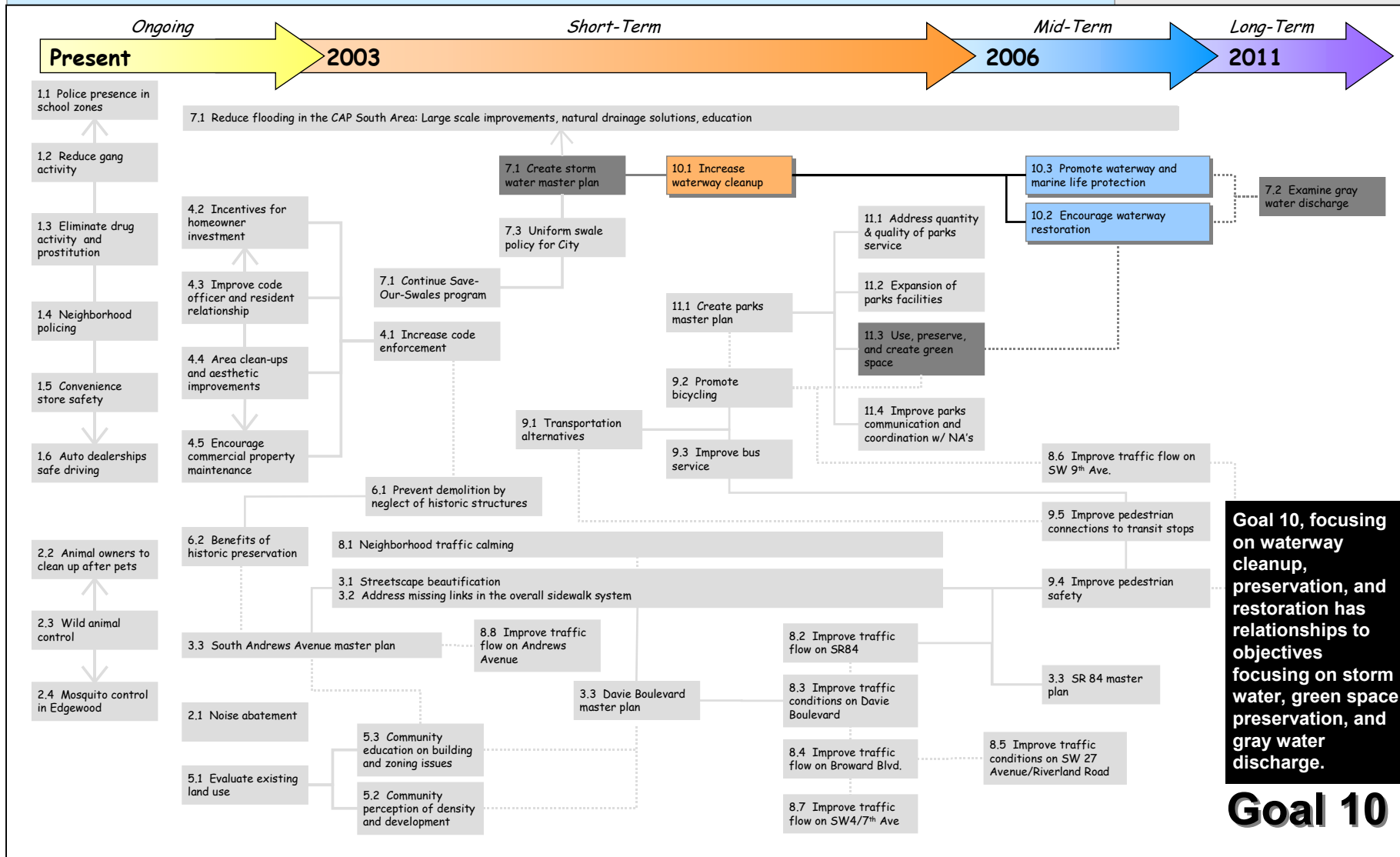
Goal 10: Enhance, Preserve and Protect Waterways



The South Area enjoys a quality of life that is directly related to the extensive system of canals and waterways. Annual efforts to clean waterways help the community to preserve and protect marine life and encourage waterway restoration.

The marina and boating industry provide a significant impact to the local economy.

Goal 10: Enhance, Preserve and Protect Waterways



Goal 10



Goal 10: Enhance, Preserve and Protect Waterways

The chart on the preceding page illustrates how there is a relationship between preserving and protecting waterways, creating green space, and the need to create a storm water master plan.

Implementation Strategies	Time Frame	Cost	Funding Source	Grant Possibility	CIP
Increase waterway cleanup by prioritizing areas of concern, identify pollution sources, testing water quality and implementing Adopt-A-Waterway programs.	Short-Term	<\$5,000	Storm Water Enterprise Fund	FL Clean Marina; Clean Vessel Act; MIA SF	\$45,000/year to repair and replace various marina facilities
Encourage bank restoration and restore flow for recreation to restore waterways	Mid-Term	\$50,000 consultant	Storm Water Enterprise Fund	FL DEP, Div. Of Law Enforcement; FL Coastal Management grants	\$150,000 first year (\$45,000 thereafter) for waterways dredging (to maintain 4 ft. below mean low sea level in over 85 miles of City canals.
Increase enforcement and implement educational programs to promote waterways and marine life protection	Mid-Term	\$50,000 consultant	Storm Water Enterprise Fund	FL Clean Marinas; Clean Vessel Act	\$210,000 (2003 only) for New River pump out facility; \$123,728 for misc. repairs at Cooley's Landing



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**Goal 11: Create New and Enhance Existing Greenways,
Parks, and Recreational Facilities**

Objective 11.1
**Develop strategy to
address quantity and
quality of services
provided by Parks
Department**

Objective 11.2
**Identify deficiencies
or opportunities for
expansion of park
facilities and
recreational services**

Objective 11.3
**Promote the usage,
preservation, and the
creation of new and
existing green space**

Objective 11.4
**Improve coordination,
communication and
education between
agencies,
neighborhood
associations and
stakeholders**



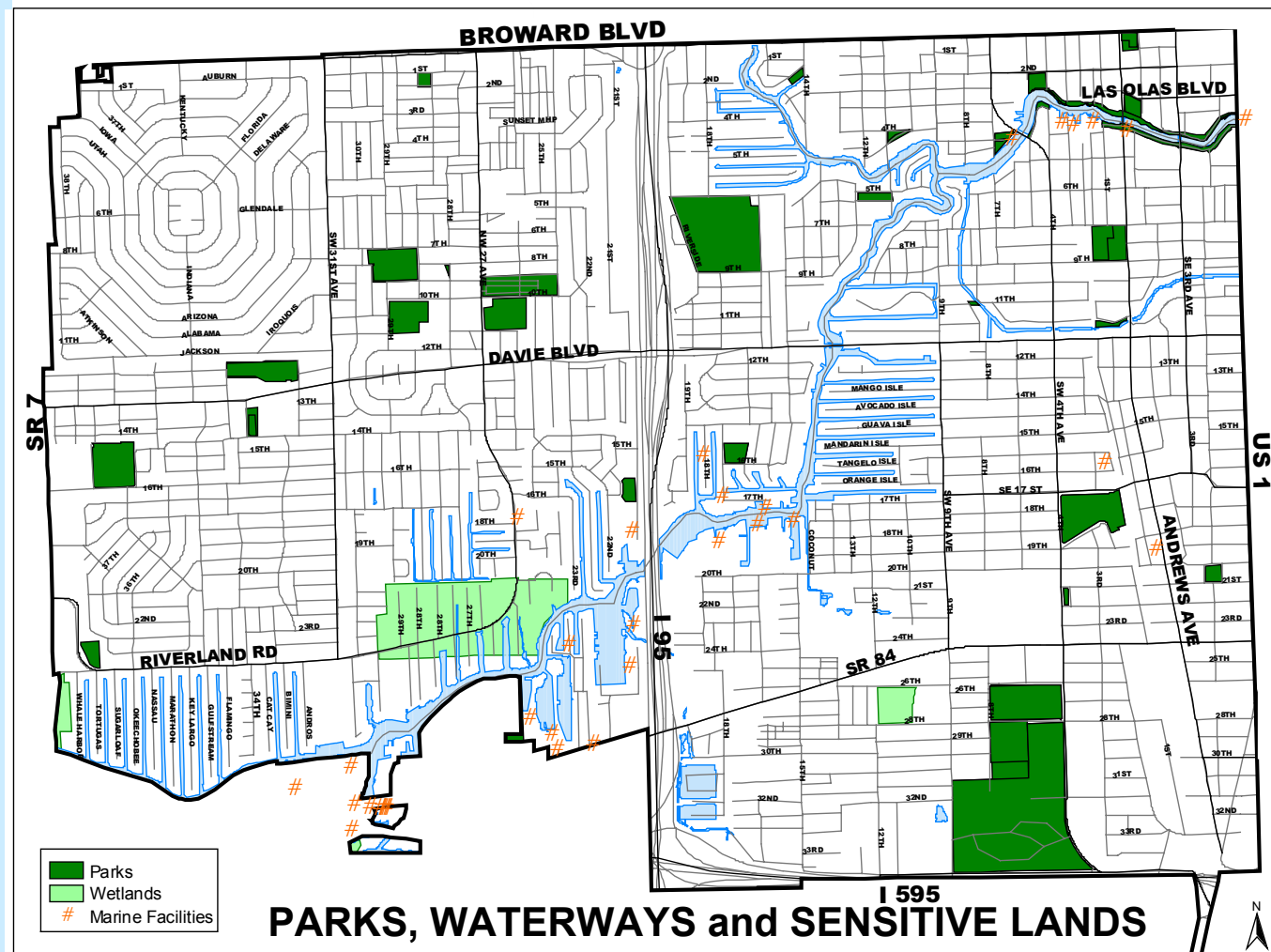
Goal 11: Create New and Enhance Existing Greenways, Parks, and Recreational Facilities



A Parks and Recreation Master Plan is needed to provide a comprehensive review of deficiencies and opportunities of existing parks, create new green space, and improve coordination between agencies, neighborhoods, and stakeholders.

The Parks & Recreation Department currently uses level of service standards from the 1970's. The scope of work for a master plan should include the development of new level of service standards to reflect the changing demographics of Fort Lauderdale, changed development patterns, and the different densities in the Regional Activity Center (RAC).

Goal 11: Create New and Enhance Existing Greenways, Parks, and Recreational Facilities

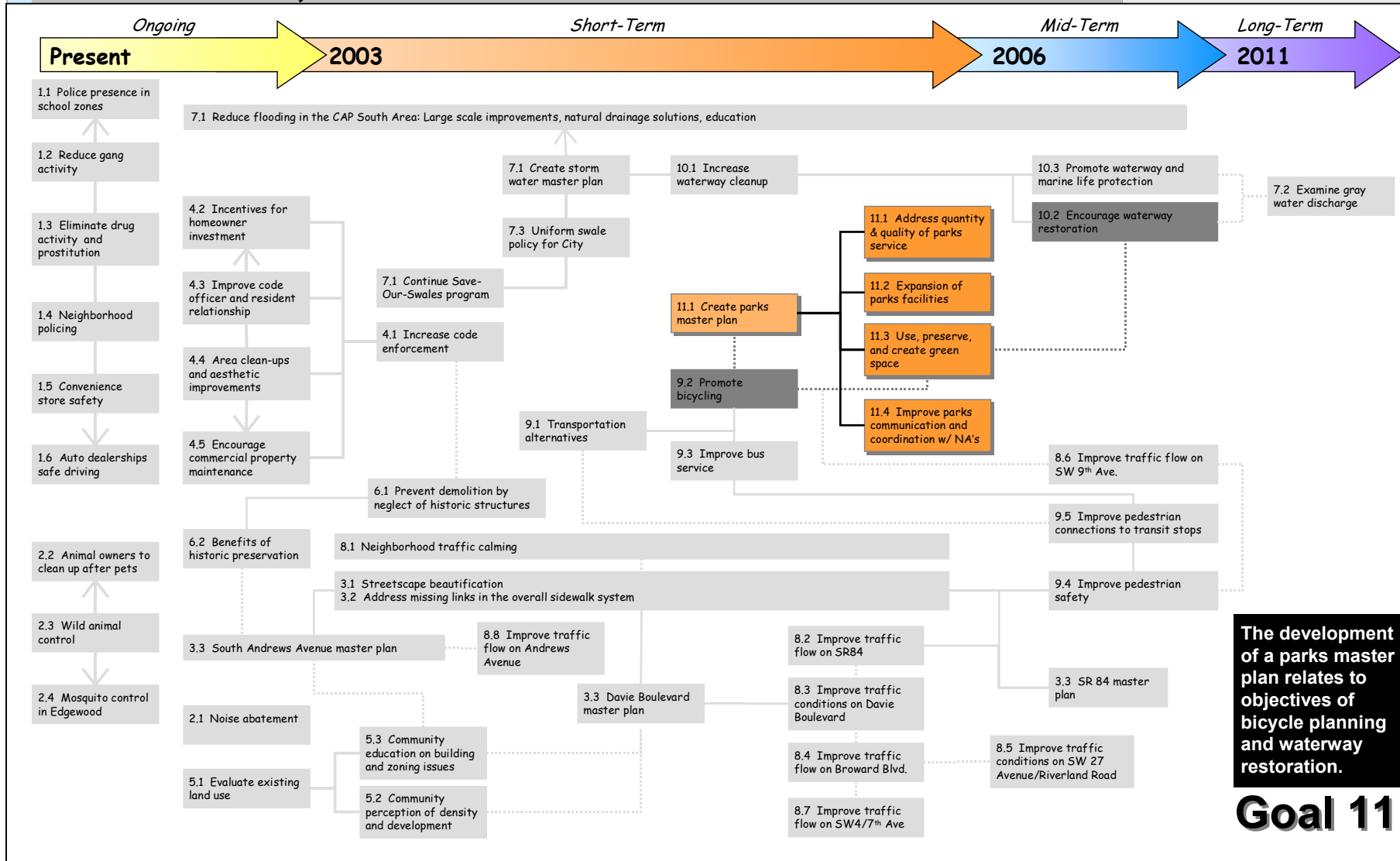


SOUTH AREA CAP PARKS

- Benneson Park
- Bryant Peney Park
- Bubier Park / DDA Park
- Civic People's Park
- Croissant / Davis Park
- Esplanade Park (Discovery Park)
- Flamingo Park
- Florence Hardy Park
- Guthrie-Blake Park
- Hortt Park
- Major Wm. Lauderdale Park
- Melrose Park
- Poinciana Park
- Riverland Elementary School Park
- Riverland Park
- Riverside Park
- Riverwalk Linear Park
- Rogers School Park
- Snyder Park
- St. Thomas Aquinas School Park
- Stranahan High School Park
- Stranahan Park
- Sunset School Park
- Townsend Park
- Westwood Heights School Park



Goal 11: Create New and Enhance Existing Greenways, Parks, and Recreational Facilities



Goal 11



Goal 11: Create New and Enhance Existing Greenways, Parks, and Recreational Facilities

Promoting and enhancing parks and recreation facilities relates to encouraging bicycling use, and also encourages waterway restoration.

Implementation Strategies	Time Frame	Cost	Grant Possibilities	CIP
Develop City-wide Parks Master Plan	Short-Term	\$300,000 (first phase only)	FL DEP, Land & Water Conservation Fund; Greenways and Trails; FL Communities Trust	
Create status report on underutilized schools, parks and other community facilities for potential re-use or expansion	Short to Mid-Term (after completed Master Plan)	Depends upon Master Plan	"	Floyd Hull Morton Activity Center (concession & picnic pavilion) - \$156,100
Promote, preserve and add green space through neighborhood 'pocket' parks, greenways, blue ways, and bicycle links between parks and open spaces.	Short to Mid-Term (after completed Master Plan)	Depends upon Master Plan	"	Snyder Park (beach restroom & boat rental shed) - \$99,900 Croissant Park (athletic field restoration) \$50,000
Analyze the population and area that a specific park would serve and identify deficiencies and opportunities for expansion of facilities and recreational services.	Short to Mid-Term (after completed Master Plan)	Depends upon Master Plan	"	Flamingo Playground - \$63,000 Hortt Park Playground - \$75,000

* Complete Implementation Proposal listed in the Appendix



Conclusion

- The South Area community has spoken and has listed specific objectives and strategies to help realize identified goals.
- This process is the genesis of identifying issues that lead to eventual funding sources and a time line for implementation.
- Several desires of the community have been accommodated by funneling City money from general accounts into specific work programs and physical improvements.
- The CAP Initiative has bridged community members to City staff. Implementation will occur through frequent monitoring by the IWT and CLC reporting back to the staff.
- While a City-wide storm water master plan is a necessary precursor to performing smaller drainage projects, money is available to improve swale conditions and to help reduce flooding and ponding in problem areas.
- A grants-writer position should be considered as an additional avenue to pursue available money through local, state and federal agencies.
- Developing a City-wide Parks master plan is the best approach to selecting active and passive recreation sites, with linkages to residential areas and City attractions. However, funding has been earmarked for ball field improvements, structural repairs, and recreational program enhancements.
- The action plan will attempt to set time lines in a logical fashion so that physical improvements occur in sync.
- The community emphasized the importance of protecting the extensive system of South Area waterways which also serve as a valuable economic resource.
- Many different neighborhoods expressed the need for safe pedestrian corridors to reach destinations by foot.
- Corridor plans are being designed, and the approach should be more comprehensive so that land uses are also considered in addition to resurfacing, channelization and access management.
- Reducing crime was a major concern, and attendance of local association meetings by police officers was desired.



Next Steps

- **IWT and CLC will form monitoring progress with coordination by planning staff**
- **Funding opportunities will be identified through potential grants**
- **Periodic progress reports will be requested of the CAP Implementation Team (CAPIT) with the planning staff providing updates to the City Commission.**

After Commission review and approval of the South Area CAP Report, the IWT members will take their assigned tasks and work in concert with the CLC to move forward with the individual tasks.

In approximately six months (September 2003), the planning staff will ask for a progress report from the CAPIT. Frequent monitoring of the accomplishment of each task will ensure that the South Area CAP is indeed implemented.

The planning staff will serve as a resource to help keep the implementation plan on track. Updates to the City Commission can be provided to evaluate the success of the CAP Initiative program.



South Area CAP Vision Statement

***A Community that promotes
a sense of neighborhood identity,
blending cultural diversity,
sustained economic growth and productivity,
combined with historical preservation,
an appreciation of the arts and
a concern for the environment
and the future,
that will make our city
truly the “Venice of America.”***

